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SATURDAY, OCTOBER 21, 1939.



G. H. DAVIS
1939

BRITISH DESTROYER v. NAZI BOMBERS: AN INCIDENT IN THE NORTH SEA ON OCTOBER 9, WHEN THE GUNS OF A SINGLE SHIP SUCCESSFULLY BEAT OFF REPEATED AIR ATTACKS.

One of the most heartening results of the first six weeks of the war has been the failure of German aircraft to hit any British warship by bombing, despite repeated and desperate attacks. One such attack occurred on October 9 as the sequel to the pursuit of a German naval squadron by a British patrol. This action is described under a double-page illustrating the methods of air attack upon warships on pages 604 and 605 of this issue. In the incident illustrated

here a destroyer in a heavy sea sighted enemy aircraft and turned stern-on to the sea to avoid high spray from the swell. A level bombing attack was made at 5000 ft., one bomb bursting about 400 yards to starboard. "A second and larger aircraft, making a similar attack, was probably hit by our guns," states the Admiralty communiqué. The first attacker then returned and unsuccessfully tried to dive-bomb attack, but was driven off, perhaps hit by the anti-aircraft fire.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS, FROM OFFICIAL INFORMATION.



By ARTHUR BRYANT.

TO possess the soul in patience is perhaps the chief of the virtues demanded of the ordinary man and woman in time of war. The poor have to practise it much in time of peace as well. Yet in a rich and highly organised urban community like modern Britain, which has hitherto escaped major disasters, it is possible in normal times for a very large number of people to follow their own bent and choose their own times and actions, at any rate in their pleasures. In the hour of a nation's necessity, this wonted freedom of the individual is taken from him. He is perpetually subjected to outside interference over whose operation he has no control. He has no choice but to bear it, and, if he is wise, silently and with resignation. This is sometimes spoken of as submission to the will of God. More directly it is submission to the will of other men. But it is a will that, because of the corporate unity needed of a nation in time of war, it is no longer possible for a man to question, even when it seems evil or absurd.

This submissiveness, which women know better than men and Orientals better than Westerns, is based on something more than moral or physical cowardice or even patriotism. For at its best it is something higher than a political virtue: it is an individual one. It exemplifies the ability of human nature to find in the hour of defeat and adversity a key to a heritage far greater than any this world offers. It was what the Founder of the Christian Religion meant when He told men to lay up for themselves treasure in the Kingdom of Heaven where moth and rust could not corrupt nor thieves break through. And it has been the central point of the creed of all the great modern poets of nature who have appealed from the false conception of the gainful man of the commercial town to the older and wiser conception of man basing his life, as the flowers and beasts of the field do, on the inscrutable, irresistible but necessary dictates of natural law.

One impulse from a vernal wood
May teach you more of man,
Of moral evil and of good,
Than all the sages can.

Wordsworth referred to it again and again—of "submission constituting strength and power." It is the theme of at least two of Hardy's greatest books: of the contrast between the wilful creature who in passion opposes natural law and of the wise, comprehending spirit who passively submits himself to it.

It is certainly the lesson of war and adversity—a hard one for wilful man to learn, but an inevitable one. Unless it is mastered, calamity finds him as frail and incapable of survival as a paper boat in a thunderstorm. But once comprehended, it is extraordinary how much that seems hateful and hurting a human being can endure with equanimity and even sometimes with a sort of sober gladness. By seeking to accept the pleasure of a higher Power, he discovers to his astonishment that he can put up with a great deal that is certainly not to his. By the deliberate subjection of his own will he dons an armour against the arrows of adverse fate. And every time his will to subject himself triumphs over his will to rebel, the stronger that armour becomes.

In war this protective habit is constantly being called for and in many different ways. The most common experience the free civilian turned soldier finds he has to undergo is that of waiting. It is an ordeal that comes to him long before he reaches the

fighting line. In the early days of his training—particularly in the training of a hastily improvised army such as arose in Britain during the last war—he seems to spend almost his entire time waiting. He waits, for aimless hours, to be served out with kit and equipment, to be inoculated and vaccinated, to be addressed by his superiors, to draw his daily rations or his weekly pay. Hanging about appears to him to be the principal part of his new calling. At first—especially if he is an active sort of man—he probably

his judgment and will to the keeping of others, and as a true man he finds pride in abiding by his bargain. Moreover, he finds that there is something that he has not yielded to any other man and that has become all the more precious for his surrender of lesser things. It is a personal attribute whose very existence he had perhaps not previously suspected—his own free and untrammelled spirit. For as he learns to be a true soldier, he discovers that this inner flame is something that suffers no diminution by his subjection

of his earthly desires to the mastery of others. The more readily he submits to suffering, pain and adversity, the more brightly it burns. The surrender of the humble fighting man to death and wounds, to the unquestioned orders of those who send him to certain doom, becomes in the hour of his own bodily extinction a flaming beacon that will lead and command other men in years and even centuries to come. The power that enables a famous regiment to endure and achieve what others cannot endure or achieve derives not from the superior will and intellect of its commanders but from that sublime and perfect subjection of the selfish hopes and desires of its own former members. It is the enduring triumph of their spirit, preserved and distilled as tradition, that makes their successors and comrades invincible.

A young Englishman who, leaving behind him at least one enduring book and who, had he lived, would almost certainly have become a very great writer, but who died untimely, discovered from his own experience in the last war the secret of the soldier's triumph. It arises from this apparently uninspiring patience and obedience. It begins in little things and it ends in big. In his analysis of the qualities that went to the making of the Brigade of Guards, the late Wilfred Ewart left us a description of the young Guardsman's education in the barrack-square in his "The Way of Armageddon." It is too long to quote in full, but it is worth quoting in part:

There may have been many who from time to time have tramped these barrack-squares, who have turned about again and again in quick time, who have uncountedly formed fours and unaccountably formed on the left or the right, marked time, shot the foot out on the command "left foot front," and so forth—many who have asked themselves the meaning of it and cursed very liberally the monotony of it. . . . And yet the thing gained upon a man. Proficiency gained upon him, emulation gained upon him, pride gained upon him. . . . And when he came to look back upon the breaking-in process, those months during which his heart, body and soul had to be given to soldiering, he learnt how necessary it was; how

it had served previous generations successfully; how that particular thing could be done in no other way. . . . The soldier after a while, after a period of inward contempt and ridicule perhaps, comes to understand—certainly after experience of actual war. What he understands is that the word of command, the instinctive response, the unceasing vigilance of attention and correction, and the degree of concentration, of implicit obedience required of rank and file are the very making of good infantry. Attention and obedience become a second nature.

From such humble and humdrum beginnings the soldier attains to the greatest of human ends—the freeing of the spirit. Daily and without knowing it he practises and masters the lesson of the Cross. For, unlike the warmonger—the professional preacher of hate in Press or on platform—the soldier probably comes nearer to the true spirit of Christian resignation than any other type of man.



MUSIC FINDS A NEW HOME IN WARTIME LONDON: A PHOTOGRAPH TAKEN AT THE FIRST OF THE SERIES OF LUNCHEON-HOUR CONCERTS GIVEN AT THE NATIONAL GALLERY, FROM WHICH THE PICTURES HAVE NOW BEEN REMOVED TO PLACES OF SAFETY; WITH GAS-MASK HOLDERS VISIBLE IN THE AUDIENCE.

The authorities at the National Gallery have had the happy idea of setting aside a section of their rooms—now empty of pictures—for luncheon-hour concerts. The first of these was given on October 10, by Miss Myra Hess, who has been the prime mover in the scheme. All seats were filled, and several hundred people even stood—a striking indication of the strong desire of people in London to get away from warlike surroundings and hear good music. It was also arranged that there should be additional concerts on Tuesdays and Fridays at 4.30. (Fox.)

feels a good deal of annoyance at what he considers a waste of his valuable time, and time which he is not slow to remember he disposed of to a great deal better, or apparently better, purpose when, he was his own master. He finds it hard not to calculate how much more profitably he would be engaged than in this purposeless waiting about were he once more back in civil life. He wonders why he should have been asked to give up all his own important concerns for such a seemingly useless negation of all activity. Under his breath, or if he be an Englishman, above it, he mutters some very harsh remarks about the dilatory powers that be and their wanton, wasteful negligence and stupidity.

Yet after a while he comes to accept all this inexplicable waste of his time as a necessary and even reassuring part of his new job. He has delivered up

DEFENCE BY INUNDATION: THE LOW COUNTRIES' BAR AGAINST INVASION.

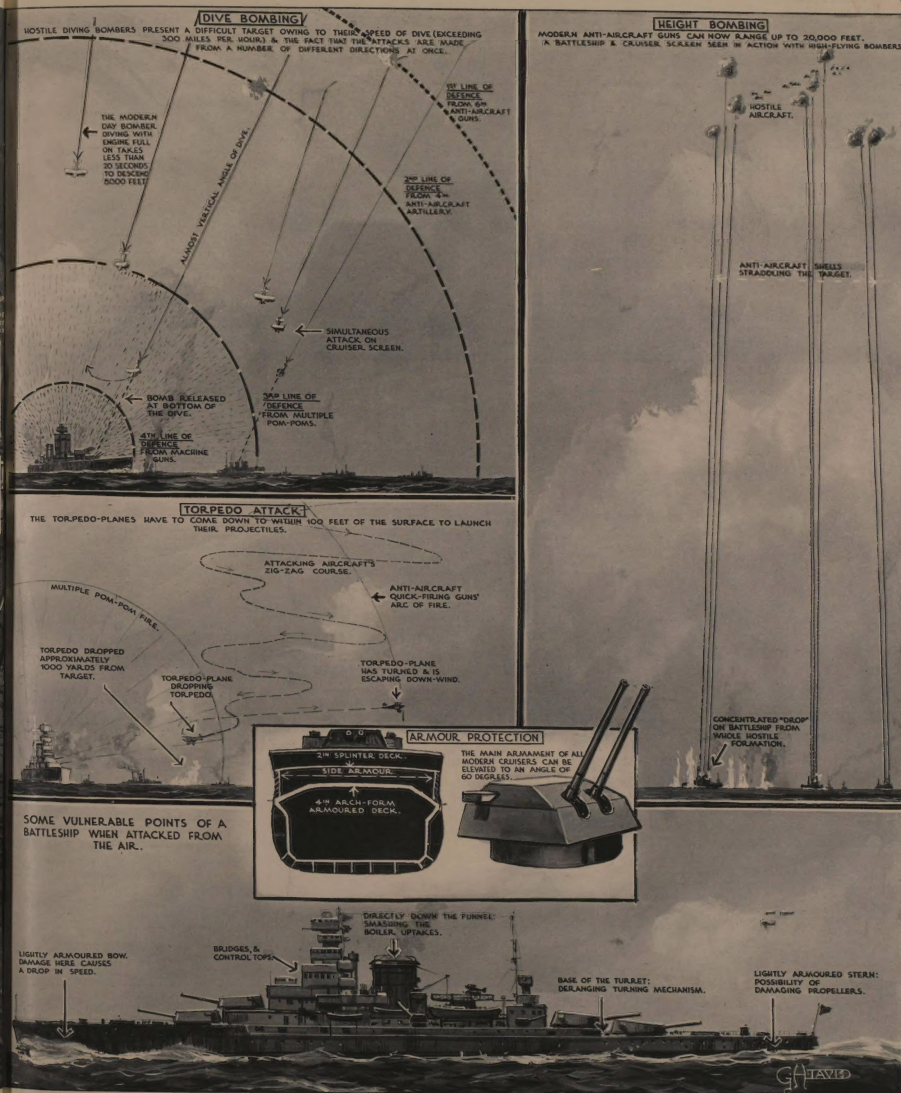
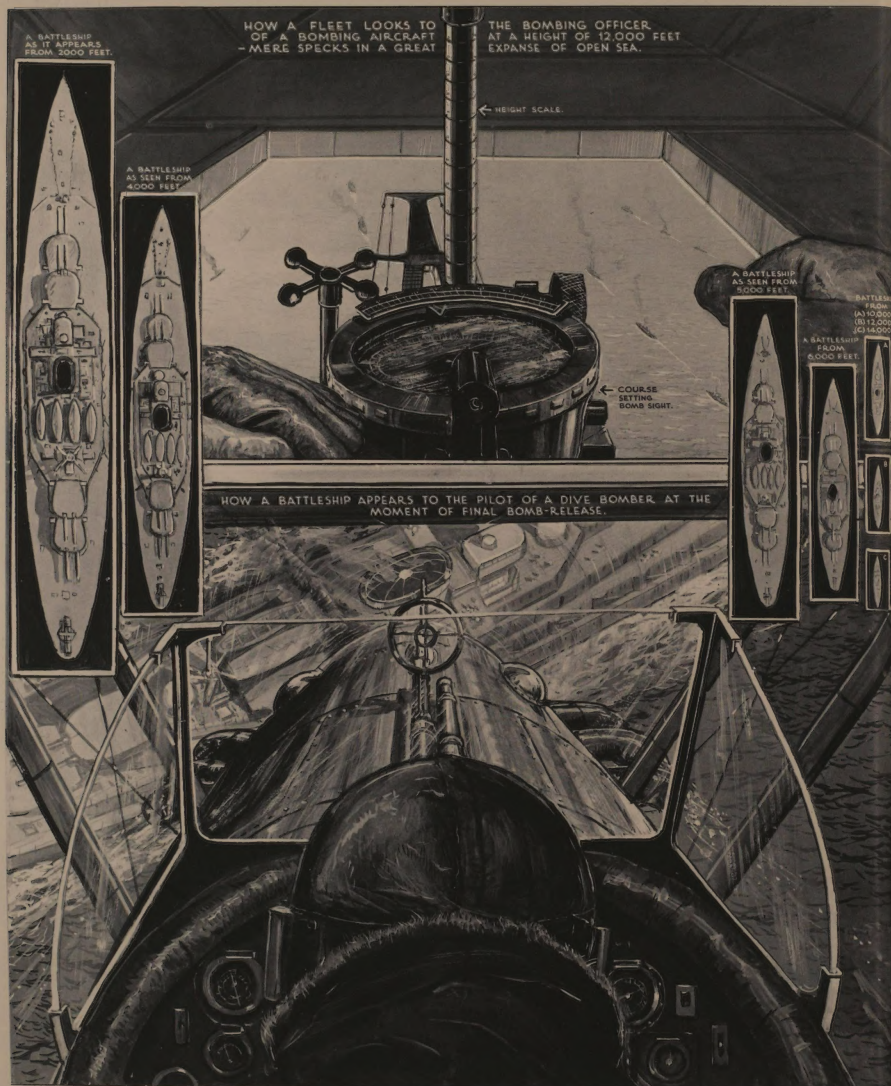


A PICTORIAL MAP SHOWING THE MAIN ZONES IN HOLLAND AND BELGIUM WHICH WOULD BE FLOODED SHOULD AN EMERGENCY ARISE.

During the last war inundation proved an effective barrier in Belgium, and to-day both Belgium and Holland are relying to a considerable extent on the use of flood-water as a defensive measure against invaders. Both countries have, indeed, already made a partial but simultaneous use of this means of defence to counter the threat of German concentrations near the frontiers. Belgium, by using the Albert Canal between Antwerp and Maastricht, has flooded the lowlands north of the canal; while Holland has flooded a small but vital zone near Utrecht. Belgium's main water barrier makes a wide loop from Antwerp through Turnhout and Hasselt to the Meuse (Maas) near Maastricht. This area, as can be seen on our map, includes the area already flooded. In the large artificial lake which the opening of the flood-gates would create, fortresses would stand out like islands. Boats, moreover, could not be used on flood-water, since the water is often shallow; trees and fences would also

provide dangerous "rocks." Nor could tanks be used, since the ground beneath the water would be mud—and also because the shallow water might suddenly become deep, where a canal or ditch or stream was encountered. The Dutch water defence system consists chiefly of flood-gates along the River Yssel (the first line of defence) to the Zuider Zee, and down from the Zuider Zee to the River Lek (the lower Rhine), south of Utrecht, this second area of flood-water being about ten miles wide. The southern line of defence is the River Waal (the Rhine). The land can be entirely flooded in from one to two days. Outside the flood-defence lines remains roughly one-third of the Netherlands; east of the Yssel, and northwards from the Rhine to Groningen, and Leeuwarden. Inundation, necessitating the flooding of hundreds of acres of rich farmland and villages, is costly; but in the Low Countries it is considered the cheapest form of defence measure. (Map specially drawn for "The Illustrated London News" by G. H. Davis.)

METHODS OF AIR ATTACK AND DEFENCE AT SEA EXPLAINED, SHOWING HOW THE NAVY HAS COUNTERED THE BOMBER.



THE MAIN FORMS OF AIR ATTACK ON WARSHIPS: HEIGHT- AND DIVE-BOMBING (BOTH TRIED WITHOUT SUCCESS AGAINST H.M. SHIPS); ATTACK BY TORPEDO BOMBERS; AND HOW THE THREE TYPES OF ATTACK ARE MET.

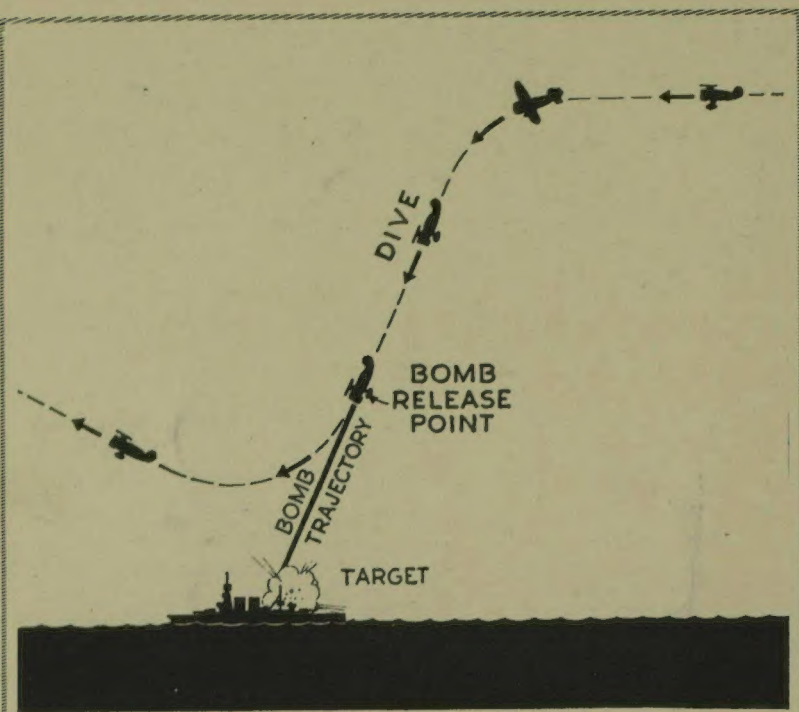
BattleShip v. Bomber is a heavy controversy going back at least to 1919. Many experts maintained that big warships would be "cold meat" for the aeroplane. Yet, as we write, two German attacks upon British naval units in the North Sea have turned out complete failures. At the same time, the fact that direct hits were scored upon enemy warships in the R.A.F. raid on the German naval bases indicates that where there is a wide margin of skill on the side of the attacking aeroplanes, such attacks may give good results. It also seems to show that the anti-aircraft defence of German capital ships is not up to the same standard as that of the Royal Navy. The warship's power of defence was amply demonstrated in the first air attack on the

British Fleet, when (as illustrated on pages 546-7 of our issue of October 7) the enemy lost a tenth of its attacking craft; while the squadron of the Home Fleet which was the object of the raid was untouched and sustained not a single casualty, despite several desperate attempts at dive-bombing. The same thing was demonstrated even more decisively in the North Sea on October 9. Stating that he had witnessed on that day a battle "between five British warships and about 150 [sic] German bombers" the captain of the Norwegian trawler "Kvaløe" declared at Alesund that the warplane repeatedly dropped bombs, but "no bombs hit the warships and finally the 'planes drew off eastwards." An Admiralty communiqué on the same actions

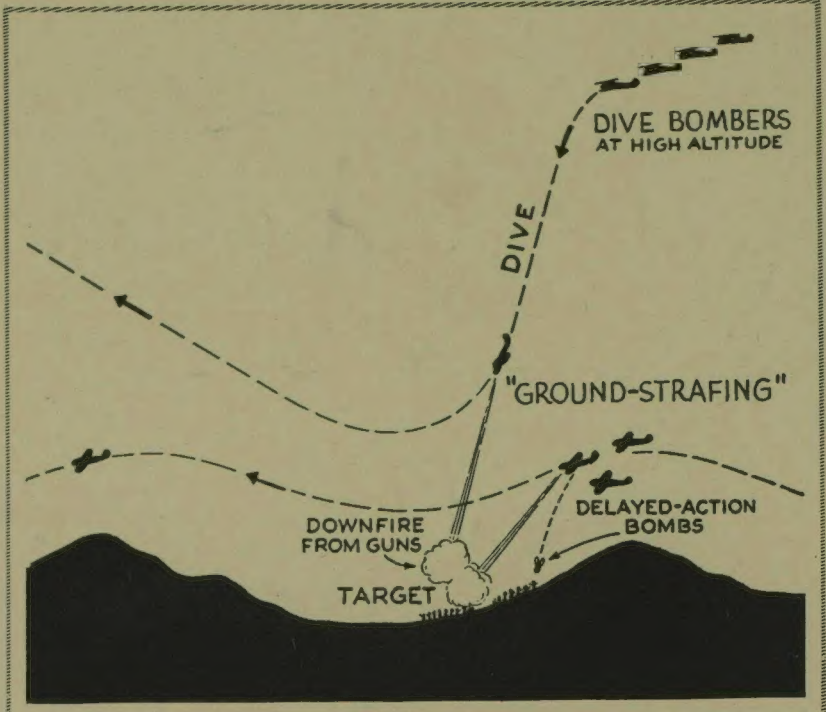
described how a British destroyer in a heavy sea beat off successive air attacks, an incident illustrated on our front page; and how a cruiser squadron was also attacked by bombers, which it engaged for over an hour. But "In none of these actions was any British ship hit or damaged, and there were no British casualties." The damage and casualties were all on the attackers' side! Two damaged warplanes, moreover, came down in Denmark. The significance of these results in a question which has for years exercised naval and air experts, gives special interest to these drawings, illustrating methods of attack by bombing on capital ships from great heights, by dive-bombing, and aerial torpedo, and the battleship's defences. Dive-bombing was expected to prove

the most menacing of all, the great speed of the diving aircraft, attacking from all directions, making them a very difficult target. However, the battleship has several lines of defence against dive-bombers, the most formidable being concentrated fire from multiple pom-poms "which literally fill the air with flying projectiles." Such defensive powers are now proving their effectiveness, although it must be borne in mind that the German attacking planes have not, so far as is known, yet used torpedo-carrying aircraft. Whatever successes Field Marshal Göring's Luftwaffe may have achieved in Poland, it seems that the North Sea has provided problems of a very different order. (From the Drawing by G. H. Davis; Previously Reproduced in "The Illustrated London News" in 1936.)

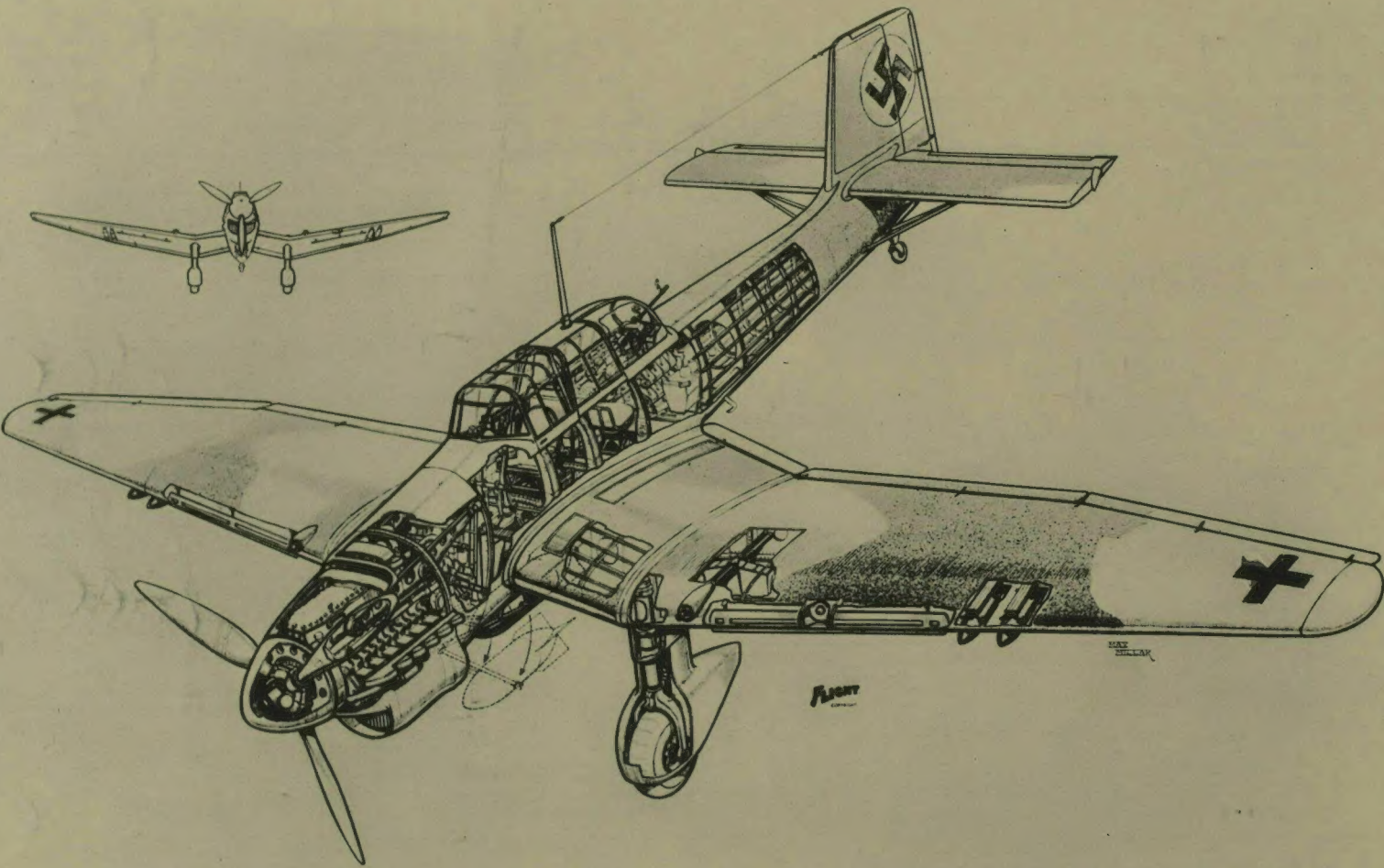
DIVE-BOMBING—A GERMAN SPECIALITY: TECHNIQUE, AND MACHINES.



THE PRINCIPLE OF DIVE-BOMBING: A DIAGRAM SHOWING THE MACHINE SWOOPING DOWN FROM A CONSIDERABLE HEIGHT AND RELEASING ITS BOMB JUST AS IT PULLS OUT OF THE DIVE.



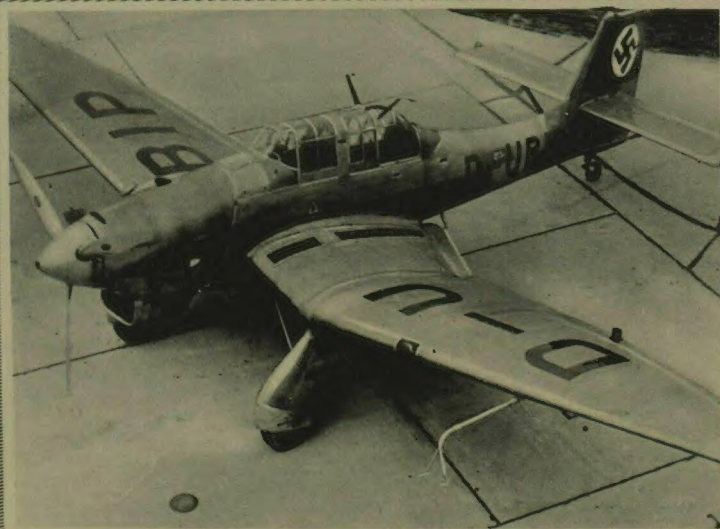
A DIAGRAM SHOWING DIVE-BOMBING COMBINED WITH MACHINE-GUNNING AGAINST TROOPS ON THE GROUND; AND "GROUND-STRAFING," ANOTHER FORM OF ATTACK AGAINST TROOPS AND SMALL TARGETS.



THE LATEST TYPE OF JUNKERS "JU. 87," THE GERMAN AIR FORCE'S SPECIALISED DIVE-BOMBER: A DIAGRAM SHOWING THE EQUIPMENT IN GREAT DETAIL, INCLUDING THE METHOD OF LOWERING THE MAIN BOMB ON ARMS BEFORE RELEASE TO ENSURE THAT IT CLEARS THE AIRSCREW ARC; AND THE DIVING BRAKES IN THE LEADING EDGES OF THE WINGS IN THEIR DOWN POSITION. ("Flight" diagram.)

MUCH has been heard of German dive-bombing tactics, which played a prominent part in the German air offensive against the Polish centres of communication, and also in the destruction of Warsaw. The following description of German dive-bombing tactics and of the Junkers "Ju. 87," their principal dive-bomber, is based on that given in an extremely interesting article which recently appeared in "Flight." The advantage of dive-bombing is that it gives a greater degree of accuracy than high-altitude bombing, and dive-bombers are, in consequence, employed against small, or moving, targets, such as buildings, cross-roads and junctions, "pill-boxes," tanks and ships (drawings illustrating the various methods used in aerial attack on warships appear on pages 604 and 605). In dive-bombing the bomb or bombs are released as the machine is pulled out of a dive, and not, as is commonly believed, while it is aimed directly at the target. This is explained by the fact that the bomb does not travel in a straight line after release. Ever since

[Continued opposite.]



THE JUNKERS "JU. 87": AN OLDER TYPE WITH "TROUSER" UNDERCARRIAGE; BUT HAVING THE CHARACTERISTIC CROOKED WING. (Central Press.)

its inception, the *Luftwaffe* has displayed particular interest in dive-bombing; but, so far as is known, its tactics are generally similar to those of other Powers. When an individual machine is attacking it will, if conditions are suitable, dive out of the sun to handicap the anti-aircraft gunners who are likely to be concentrated round targets of the type favoured for dive-bombing attacks. An element of surprise may be possible in cloudy weather. Specialised dive-bomber squadrons practise converging attacks with a view to confusing ground defences, though these are by no means easy in view of the steep diving angle and the speeds attained. Attacks are usually started from a considerable height (say 10,000 ft.), and the pilot may "corkscrew" his machine on its ailerons on the way further to baffle gunners on the ground. The final aiming dive is made at an angle of 60 to 90 degrees and the bomb released at a height of 1000 to 3000 ft., after which the pilot makes his machine as inconspicuous as possible. Since air forces have taken

[Continued opposite.]

DIVE - BOMBERS ATTACKING A RAIL CENTRE: A GERMAN CONCEPTION.

Continued.]

to monoplanes, it has become imperative to fit some form of air brake to limit the diving speed (and, consequently, the pull-out stresses) on machine and pilot and to permit a closer approach to the target. The diving speed may also be limited by the use of the reversible-pitch airscrew. Before these devices became available, it is said that German dive-bombing pilots used to tuck their heads between their knees during a bombing dive, to minimise the effect of gravity upon them during the pull-out. A special window was then fitted in the floor of the cockpit for sighting. The most widely employed and effective of the dive-bombers in service with the *Luftwaffe* is the Junkers "Ju. 87," the machine which is illustrated on the opposite page and obviously inspired the German artist who made the drawing reproduced here-with. It was first publicly seen at Nuremberg over a year ago, and was used effectively during the Spanish war. It was active in Poland, and is believed to have been used on the Western Front. A Spanish writer states that Junkers dive-bombers first appeared in the Spanish conflict at the beginning of 1938 and that they were used on the Mediterranean coast, during the fighting on the Ebro front, and in the Catalanian offensive. The favourite targets in Spain were road crossings and bridges, staff headquarters, harbours and ships. The writer states that a direct hit with 500 kilograms (1100 lb.) of explosive is enough to form a crater which may put even a modern asphalt or concrete road out of condition for days. The "Ju. 87" proved particularly successful in the warfare which characterised the final phase of the Spanish conflict—namely, the bombing of ports and ships on the Mediterranean coast. This is an aspect of dive-bombing which might assume particular interest in this country. Of course, none of the Spanish ports were defended by balloon barrages. The havoc wrought in Valencia, Tarragona and Barcelona was due chiefly to dive-bombers, which accounted for a large proportion of the ships damaged or sunk. In particular, one pilot accounted single-handed for three large steamers off Tarragona, each time securing a direct hit. The Junkers "Ju. 87" dive-bomber has a fuselage constructed in two halves, joined approximately along the centre line and giving an oval cross-section. On the wings are special air brakes, which take the form of slats mounted just aft of the leading edge on each side. During normal flight these are turned edge-on to the air-stream and when required for use are adjusted through 90 degrees. The two-seater arrangement was adopted to give greater defensive fire-power on long flights. Armament takes the form of two fixed machine-guns and a third on a rotating mounting in the rear cockpit. A large bomb of 550 or 1100 lb. is carried behind the radiator housing. It is mounted on a deflector fork, as shown in the diagram on the opposite page, which prevents its hitting the airscrew when released in a steep dive. In addition, there are racks for four bombs, each of 110 lb., under the wings out-board of the diving brakes.



HOW THE *LUFTWAFFE* LIKES TO IMAGINE ITS DIVE-BOMBERS WORKING: A GERMAN DRAWING OF JUNKERS "JU. 87" MACHINES HURLING DOWN UPON A POLISH RAILWAY STATION—UNDISTURBED BY CLOSE ANTI-AIRCRAFT FIRE. THE ARTIST HAS ERRED, HOWEVER, IN SHOWING A MACHINE RELEASING ITS BOMB BEFORE PULLING OUT OF ITS DIVE.

THE SENATE'S ENQUIRY INTO U.S. HIGH FINANCE.

"WALL STREET UNDER OATH: THE STORY OF OUR MODERN MONEY-CHANGERS": By FERDINAND PECORA.*

An Appreciation by SIR JOHN SQUIRE.

THE great American market collapse of 1929 had its repercussions all over the world: in America it produced bankruptcies as thick as autumn leaves, colossal unemployment, and the revulsion which led to the New Deal. There have been booms and slumps before; they have recurred with such seeming inevitability that some economists have even put them down to sun-spots. But this was the biggest slump on record, and it followed the biggest boom on record. The scale of the boom was doubtless due to a multiplicity of causes; they were so puzzling to one eminent financier that he could only piously suggest to the Senate Committee that the boom was "God-given," the slump, presumably, having a similar divine origin. A whole population, small-town chemists and typists included, rioted feverishly in that "wild bull market." As Mr. Kahn remarked, the public took "the bit between its teeth" and "were determined that every piece of paper would be worth to-morrow twice what it was to-day." Prices rose and rose until even the solidest stocks were only giving a negligible return on their market value. Then "the boom fell out." So great was the calamity that the Senate felt impelled to start an inquiry as to how far the market had been accentuated by the actions of impersonal forces. Mr. Pecora's book is clear, concise, and quietly humorous in spite of the tragedy implicit, gives an account of this inquiry.

"For seventeen months," says he, "from January 1933 to July 1934, the writer of these lines was privileged to serve as counsel for the United States Senate Committee on Banking and Currency in its investigation of stock-exchange, banking, and security markets practices. The experience was an incomparably rich and enlightening one. The Senate Committee did not concern itself with exceptional examples of personal wrongdoing or with the petty malpractice of minor individuals. On the contrary, it examined the status and conduct of precisely the most important and typical figures of the financial community. . . . Most of these witnesses were bankers of one sort or another.

But there are bankers and bankers. There are private bankers and public bankers, commercial bankers and investment bankers, and there are institutions which combine these functions in various ways. Putting first things first, let us look at the mighty house of J. P. Morgan and Co."

In the light of what comes later, the great private banks, Morgan's, Kuhn, Loeb, etc., get something near a clean bill of health from these pages. Mr. Morgan, as a witness, proved to be courteous to a degree and co-operative in his attitude. He made no attempt to fence with his examiners. He was accompanied by his brilliant counsel, John W. Davis, sometime Democratic candidate for President and ex-Ambassador to Great Britain. His was the attitude of a man who, far from having any guilty secrets to hide, manifested a pride in his firm and its works which was obvious and deeply genuine. And, in truth, the investigation of the Morgan firm elicited no such glaring abuses as we shall meet with later on in connection with various other great banking institutions and personalities. Mr. Morgan was

undoubtedly wholly candid when he declared at the outset of his testimony: "I state without hesitation that I consider the private banker a national asset and not a national danger." But it was deemed that it was not desirable that ordinary banking business should be mixed up with security flotation. "The private bankers, such as J. P. Morgan and Company and Kuhn, Loeb and Company, were given a clear-cut alternative: either they must give up their deposit business or they must give up the business of floating new securities. . . . J. P. Morgan and Company gave up its investment business, preferring to retain its purely banking and deposit functions, and formed a new firm, Morgan, Stanley and Company, to carry on the investment business. And no disaster befell."

These opening chapters are interesting enough, but the real fun begins when we come to the operations of certain institutions which were banks in the sense in which the ordinary British layman understands the term. There was, for example, the

for a holiday and saw an advertisement, signed by the National City Bank, saying, "Are you thinking of a lengthy trip? If you are, it will pay you to get in touch with our institution, because you will be leaving the advice of your local banker and we will be able to keep you closely guided as regards your investments." Just the thing, he thought; he answered at once and a representative of the Company called, with all the Bank's prestige behind him. Mr. Brown asked for bonds. Bonds he got; but he was induced to sell out his U.S.A. bonds (as "all wrong") and buy an assortment of Peruvian, Greek, Chilean, etc., bonds, until he was up to the neck in "investments," largely on borrowed money. They fell in value. He complained, so he told the Committee. Here is one of the many snatches of dialogue which enliven these pages:

MR. PECORA: You complained to whom?

MR. BROWN: Mr. Rummel [the National City Company representative].

MR. PECORA: Yes?

MR. BROWN: And he said, "Well, that is your fault for insisting upon bonds. Why don't you let me sell you some stock?"

Well, the stock market had been continually moving up. So then I took hook, line, and sinker and said, "Very well, buy stock."

MR. PECORA: Did you tell him what stocks to buy?

MR. BROWN: Never.

MR. PECORA: Did he buy stocks on your account?

MR. BROWN: Might I answer that facetiously? Did he buy stocks! (Great and prolonged laughter.)

He was no isolated case. "From coast to coast, literally from house to house, sales were pushed in every possible manner. In 1928, the head office sent out the names of 122,332 'prospects.' And many of them depositors of the Bank who had never been clients of the Company.

The complicated story of the Chase Bank is equally edifying, and there are other stories, too. We find Banks gambling in their own stocks, and bankers simultaneously selling and buying, through

pools, the stocks of their own banks. We read of vast salaries being paid out of "management funds." We go behind the scenes in foreign loan transactions. For instance, we find a bank official in Cuba writing thus of the President's son-in-law: "As we know, from any business standpoint he [José Obrégón] is perfectly useless. . . . From what I could gather listening to some of the Cubans' talk is that Joe has very little standing with the President, and I think this is probably true. On the other hand, where the rub comes in is that if we did not pay him his salary the President would have to give him an allowance and in times as these this might be fairly difficult to do." Finally we find that one of the most firmly conservative witnesses, the President of the New York Stock Exchange, was later convicted of speculating with the clients' money and the Exchange's.

Mr. Pecora's view is that a drastic legislative "clean-up" was necessary; and he justifies his book on the ground that, as memory dims and things improve, the public "may lend at least one ear to the persuasive voices of The Street subtly pleading for a return to the "good old times."



THE POSSIBILITY OF THE REPEAL OF THE U.S. ARMS EMBARGO: THE SENATE FOREIGN RELATIONS COMMITTEE CONSIDERING THE ADMINISTRATION'S PROPOSED NEW NEUTRALITY LEGISLATION.

The repeal of the arms embargo was the chief provision of the U.S. Administration's new Neutrality legislation, which was submitted to the Senate Foreign Relations Committee on September 25 by Senator Key Pittman, the chairman, who is seen above at the far end of the table. The other members of the committee in our photograph are (left to right around the table, beginning from the far side): Senators Guy M. Gillette; Bennett Champ Clark; Henrik Shipste; Wallace H. White; Arthur H. Vandenberg; Robert M. La Follette; Arthur Capper; Hiram W. Johnson; William E. Borah; Key Pittman (chairman); Walter F. George; Robert F. Wagner; Tom Connally; Elbert D. Thomas; Theodore F. Green; Lewis B. Schwellenback; and Claude Pepper. The first round in the fight was won on October 10, when a suggestion to split the Bill into two parts was defeated by 65 votes to 26. The firm speeches of Mr. Chamberlain and M. Daladier in response to Herr Hitler's "peace overtures" are reported to have won many to the ranks of those seeking the repeal. (Photograph by A.P.)

National City Bank, one of the greatest in the world. Legally, as a bank, it could not indulge in the "manufacture," wholesaling and retailing of stocks and market gambling; but it came to sell \$20,000,000,000 worth in ten years. "The technical instrument which enabled the bank to carry on in this Dr. Jekyll-Mr. Hyde fashion was known as the 'banking affiliate.' A National City Company was incorporated with capital proceeding from a special 40 per cent. dividend declared upon the stock of the Bank itself. Not a penny of new money was contributed by anyone. All the shareholders of the Bank, the recipients of this extraordinary dividend, agreed by mutual consent that the proceeds should go, not into their pockets, but to the uses of the new Company. . . . The very certificates of stock ownership in the Bank and of beneficial interest in the Company were printed on the reverse sides of the same sheet of paper, physically as well as legally indivisible. . . . and the legal title and voting control of the stock were vested in three 'trustees' drawn from the officers of the Bank."

A sample is given of what happened all over the country. Mr. Brown, of Pottsville, Pa., had \$100,000 in 1927 and in 1933 nothing. He had been going

* "Wall Street Under Oath: The Story of Our Modern Money-Changers." By Ferdinand Pecora. (Crescent Press; 8s. 6d.)

UNDER THE NAZI HEEL IN POLAND: SERFDOM—AND "VICTORY PARADES."



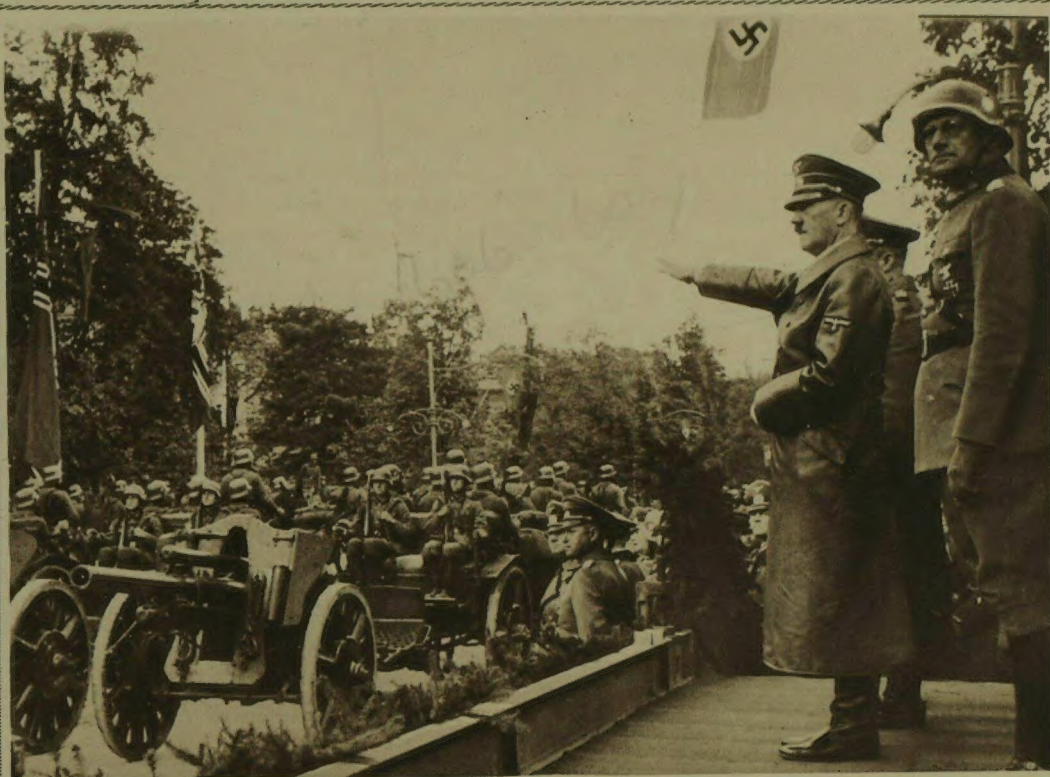
FORCED LABOUR UNDER THEIR NAZI GUARDS—POLISH PRISONERS BEING MARCHED TO WORK IN THE FIELDS, ESCORTED BY GERMAN SOLDIERS. (Planet.)



POLISH CIVILIANS—HOMELESS, THEIR WORLDLY GOODS IN BUNDLES—LINE THE ROAD AS POLISH SOLDIERS ARE MARCHED INTO CAPTIVITY. (Planet.)



ILL-GOTTEN NAZI SPOILS OF WAR IN POLAND: MASSES OF POLISH RIFLES AND OTHER WEAPONS PILED HIGH IN A WARSAW SQUARE. (Wide World.)



THE FÜHRER REVIEWING HIS TROOPS DURING THE MARCH-PAST IN WARSAW ON OCTOBER 5. ADMITTED GERMAN LOSSES INCLUDED 10,000 DEAD; ACTUAL FIGURES OF 90,000 WERE REPORTED. (Wide World.)



HITLER (LEFT), PROCLAIMED BY FANATIC NAZIS THE FIRST ART CONNOISSEUR OF THE REICH, INSPECTING TREASURES IN BELVEDERE PALACE, WARSAW. THE PALACE WAS FORMERLY THE HOME OF PILSUDSKI. (Planet.)



REMINISCENT, IN ITS IMPLIED HORROR, OF SCENES FROM GOYA'S "DESASTRES DE LA GUERRA"—A GERMAN SOLDIER QUESTIONS A TERRIFIED PEASANT, WHOSE FAMILY SHELTERS BEHIND HIM IN A PRIMITIVE A.R.P. TRENCH. (A.P.)

The pictures on this page show the conqueror and his army in Warsaw, serfdom reigning in the countryside, and peasants terrified by German inquisitors. But though the last remnant of the Polish Army surrendered on October 6 (according to the German High Command), resistance still continues in Poland. This appears from the recent article in the "B.Z. am Mittag," published under the heading "German Police in Poland." The article states that the Gestapo in Poland are

compelled to have their revolvers ready on their desks; when they go out they have to be protected by machine-gun squads. Sabotage is revealed to be extensive. "The Poles," remarks the writer, "are masters of guerilla warfare." For their conquest of Poland, the German admitted losses are 10,572 killed, 30,333 wounded, 3400 missing. According, however, to the Zurich "Arbeiter Zeitung," real losses, compiled by the Nazi War Ministry, were 91,278 dead, and over 140,000 wounded.

THE SECOND BRITISH WARSHIP TO BE SUNK BY A U-BOAT: THE "ROYAL OAK," TORPEDOED WHILE AT ANCHOR IN SCAPA FLOW.



A GENERAL VIEW OF THE MAIN ENGINE-ROOM OF THE "ROYAL OAK," SHOWING THE TURBINES AND CONDENSERS. THE DISPLACEMENT OF THE BATTLESHIP, WHICH FOUGHT AT JUTLAND, WAS 29,150 TONS. (Sport and General.)



ANOTHER CORNER OF THE MAIN ENGINE-ROOM, SHOWING THE MAIN SHAFT-FUNNEL ON H.M.S. "ROYAL OAK," WHICH WAS SUNK BY U-BOAT ACTION ON OCTOBER 14 AT SCAPA FLOW. (Sport and General.)



THE NAVIGATING BRIDGE OF THE LOST BATTLESHIP, FROM WHERE IT WAS FIGHTED IN ACTION, SHOWING "ROYAL OAK" OFFICERS ON THE LOOK-OUT, OR TAKING A SIGHT FROM THE BOX-COMPASS. (Sport and General.)



IN THE CHART-HOUSE OF THE "ROYAL OAK," WHICH WAS LAID DOWN IN 1914 AND FIRST COMMISSIONED IN 1916: THE NAVIGATING OFFICER AND HIS ASSISTANT MAKING CALCULATIONS. (Sport and General.)



ONE OF THE SMALLER ENGINE-FUNNELS, USED FOR GUNNERY AND NAVIGATION PURPOSES, ON THE SUPERSTRUCTURE OF THE BATTLESHIP—HERE SEEN BEING USED FOR PICKING UP A DISTANT TARGET. (Sport and General.)



A PART OF THE FOUNDERED WARSHIP WHICH POSSIBLY RECEIVED THE FULL FORCE OF ONE OF THE EXPLOSIONS OBSERVED: THE STEERING-COMPARTMENT OF THE "ROYAL OAK." (Sport and General.)



ONE OF FIVE BATTLESHIPS OF THE "ROYAL SOVEREIGN" CLASS, BUILT BETWEEN 1914 AND 1916: A GENERAL VIEW OF THE "ROYAL OAK," WHICH CARRIED A COMPLEMENT OF ABOUT 1200, OF WHOM 114 WERE RESCUED. (Weight and Lore.)



SCANNING THE FIRST LISTS OF SURVIVORS FOR NEWS OF THE FATE OF RELATIVES OR FRIENDS: A SCENE IN A NAVAL PORT ON THE SOUTH COAST ON OCTOBER 15. (Associated Press.)



THE BITTERNESS OF WAR, IN WHICH WOMEN HAVE ALWAYS BEEN THE GREATEST AND MOST ARTICULATE SUFFERERS: A WOMAN SOBBING, A GIRL WHOSE EXPRESSION IS ELOQUENT OF SORROW, AND TWO WOMEN ANXIOUSLY SCANNING SURVIVORS' LISTS OVER MEN'S SHOULDERS. (Fox.)

On October 14 the Royal Navy sustained the second loss of a capital ship since the commencement of the war in the sinking by U-boat action at 1.30 a.m. of H.M.S. "Royal Oak" (29,150 tons) while at anchor in Scapa

Flow. The "Royal Oak" was lying at the extreme end of the harbour; and therefore many lives—upwards of 800—were lost before rescue could be organized. Her loss is part of the price the Navy has to pay for

its unceasing vigilance. It is of melancholy interest to recall that on February 22, 1937, the quarter-deck of the "Royal Oak" was splintered by a Spanish anti-aircraft shell during a raid on the port of Valencia; and

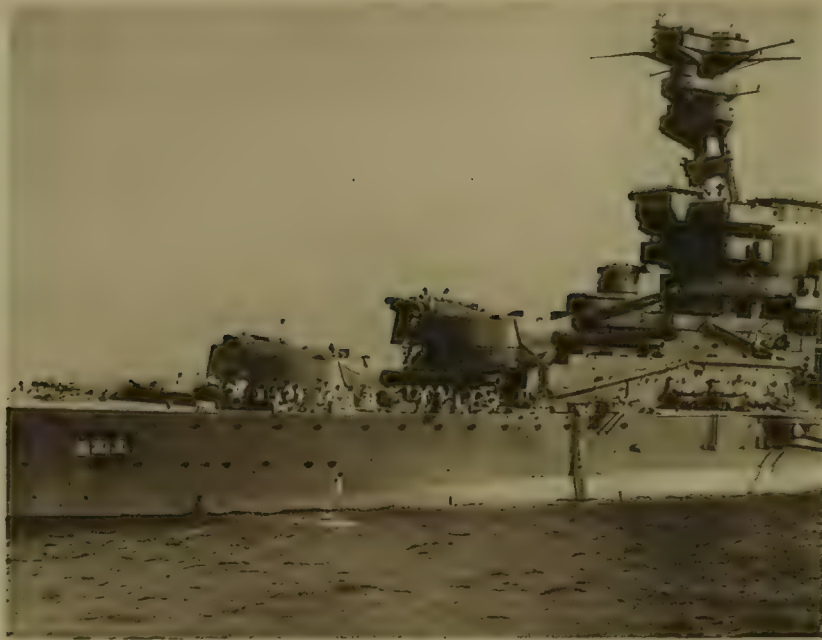
that the previous year the battleship took part in the film "The Navy Eternal," when she was specially listed to starboard to represent a sinking vessel—as illustrated on page 612.

THE DREAD ARBITRAMENT OF WAR: THE "ROYAL OAK" ENACTS ITS END.



A STRANGE ANTICIPATION OF HER ACTUAL FATE: H.M.S. "ROYAL OAK" HEELING OVER TO SIMULATE A CASUALTY, IN THE FILM, "THE NAVY ETERNAL."

These photographs of H.M.S. "Royal Oak," taken in 1936 when the battleship was taking part in a film production entitled "The Navy Eternal," are of melancholy interest in view of the vessel's actual fate in being sunk by a submarine on October 14 with the loss of 800 lives. The disaster is fully described on pages 610-611 of this issue. The Admiralty permitted the director



A MIMIC CATASTROPHE UNHAPPILY TO BE REPEATED IN REALITY: SAILORS ABANDONING THE "ROYAL OAK" DURING THE MAKING OF THE FILM IN 1936.

of the film to use H.M.S. "Royal Oak" and H.M.S. "Curaçao" as a "rebel" battleship and a British cruiser respectively. The battle scenes, in which the "Royal Oak" as the "El Amirante" was "hit" and "sunk," were filmed off Weymouth, although some fine pictures of the Fleet were obtained at Invergordon when units of the Home Fleet were engaged in battle practice. (C.P.)



ONE OF TWO GERMAN BOMBERS WHICH MADE FORCED LANDINGS IN DENMARK AFTER FRUITLESSLY ENGAGING A BRITISH NAVAL PATROL IN THE NORTH SEA.

After the abortive enemy air attacks on the ships of the British naval patrol engaged on October 8 in chasing a German squadron which, however, thought better of its temerity and returned to port, a report was received from Denmark stating that two German war-planes had been forced to land in a desolate district of the mainland. The above picture shows one of the machines, which caught fire and was destroyed just after landing. (Wide World.)



THE SURVIVING OFFICER OF AN R.A.F. PLANE BROUGHT DOWN AT WILHELMSHAVEN LAYS A WREATH ON HIS COMRADES' GRAVES.

While war's ruthlessness has been intensified in the remilitarisation of Europe that has resulted from the advent to power of Adolf Hitler, in one direction something of the chivalry of mediæval combat remains—in the air. As in the last war, the airmen of the opposing forces maintain in their attitude towards the fallen the best traditions of honourable combat. Above, a German guard of honour is seen attending the funeral of three British airmen, while a survivor lays wreaths on their coffins. (A.P.)



A UNIT OF THE ELABORATE AIR-DEFENCES WHICH HAVE PROVED INCAPABLE OF PREVENTING THE R.A.F. FROM FLYING OVER GERMANY: A GIANT SOUND-DETECTOR. (Fox.)

The mystery that surrounded reports of heavy anti-aircraft gunfire around Berlin on October 14 was cleared up by a German official communiqué which explained that a German airman, who had lost his way, was shot down. The communiqué declared that the pilot flew over a restricted



PART OF BERLIN'S AIR-RAID DEFENCE CORPS, WHICH BROUGHT DOWN A GERMAN PLANE ON OCTOBER 14!—A GIANT GERMAN SEARCHLIGHT. (A.P.)

area of Berlin and the plane could not be identified, owing to cloud. It was caught by the fire from anti-aircraft guns and shot down, the pilot escaping uninjured by parachute. At the same time British reconnaissance flights and "leaflet raids" continued with practically negligible losses.



A ROYAL VISIT TO A CASUALTY EVACUATION TRAIN AT A LONDON STATION: THE QUEEN SHAKING HANDS WITH NURSES.

On October 13 her Majesty inspected at a London railway station one of a fleet of ambulance trains which have been specially equipped to evacuate air raid casualties from hospitals in the danger areas to base hospitals in the safety zones. The Queen, who is seen above shaking hands with nurses who were presented to her, was received by Mr. W. Elliot, Minister of Health, and Captain Wallace, Minister of Transport. (Planet.)



SIR JOHN GILMOUR, M.P.

On October 13 an announcement from No. 10, Downing Street stated that the Rt. Hon. Sir John Gilmour, Bt., G.C.V.O., D.S.O., M.P., had been appointed Minister of Shipping. The new Minister has represented the Pollock Division of Glasgow since 1918. (Elliott and Fry.)



SIR F. VERNON THOMSON, BT.

Sir John Gilmour, Minister of Shipping, has appointed Sir F. Vernon Thomson, Bt., chairman of the Union Castle Line, who was associated with the former Ministry of Shipping, to be Principal Shipping Adviser and Controller of Commercial shipping. (Elliott and Fry.)



SIR CYRIL HURCOMB.

Sir Cyril Hurcomb, deputy director and later director of commercial services in the former Ministry of Shipping, is appointed Director-General of the Ministry of Shipping. The appointment, which was made by Sir John Gilmour, the new Minister of Shipping, was announced on Oct. 16. (Elliott and Fry.)



M. AUGUST ZALESKI.

The new Polish Foreign Minister, M. August Zaleski, visited London on October 11, when he had a long conversation with Lord Halifax, and then visited No. 10, Downing Street, where he saw the Prime Minister. A dinner was given for M. Zaleski at the Polish Embassy. (Graphic.)

EVENTS AND PERSONALITIES OF THE WEEK: THE BLETCHLEY RAILWAY DISASTER; AND THE QUEEN INSPECTING AN AMBULANCE TRAIN.



GENERAL SIR JOHN DILL.

The information that General Sir John Dill, D.S.O., was in command of the 1st Corps of the British Expeditionary Force in France was announced by Mr. Hore-Belisha in the House of Commons on October 11. Sir John was previously G.O.C.-in-C. of the Aldershot Command. He is fifty-eight. (Topical.)



LIEUT.-GENERAL A. F. BROOKE.

Lieut.-General Alan F. Brooke, now in command of the 2nd Corps of the B.E.F., was promoted to Lieutenant-General and appointed General Officer Commanding-in-Chief, Southern Command, at the age of fifty-six. An Ulsterman, he was commissioned in the Royal Artillery in 1902. (Bassano.)



LIEUT.-GEN. H. R. POWNALL.

The fact that Lieut.-General H. R. Pownall was Chief of Staff to General Lord Gort, V.C., Commander-in-Chief of the British Field Force, was mentioned by Mr. Hore-Belisha in his House of Commons speech on October 11, when naming the leaders of the B.E.F. in France. (Hay Wrightson.)



CAPTAIN W. G. BENN.

Captain W. G. Benn was in command of H.M.S. "Royal Oak," the battleship sunk by submarine attack on October 14, with considerable loss of life. He was lucky enough to be among the survivors. Full details of the torpedoing of the "Royal Oak" are on pages 610 and 611. (Topical.)



A SCOTTISH EXPRESS IN A "BLACK-OUT" COLLISION: WORKMEN AMONGST THE DÉBRIS OF WRECKED COACHES AT BLETCHLEY, BUCKINGHAMSHIRE.

The first and second parts of the Scottish express from Euston were in collision at Bletchley, Buckinghamshire, on the night of October 13. Four persons, including the driver of a light engine, were killed and there were many injured. The first part of the express was standing in Bletchley station and the light engine was shunting a coach on to the back of it, when the second section of the express crashed into the light engine and forced it up on to the platform, where it wrecked a waiting-room and refreshment buffet. (Fox.)

THE ECONOMIC WAR ON GERMANY: THE SEARCH FOR CONTRABAND.



THE SEARCH FOR CONTRABAND DESTINED FOR GERMANY—A GENERAL VIEW OF SHIPPING OFF THE ENGLISH COAST AWAITING INSPECTION. IN THE FIRST FIVE WEEKS OF THE WAR ABOUT 315,000 TONS WERE SEIZED.



THE LIEUT.-COMMANDER IN CHARGE OF THE SEARCH PARTY (NEAREST CAMERA) EXAMINING GRAIN IN THE HOLD. THE BOARDING OFFICER FIRST APOLOGISES TO THE NEUTRAL CAPTAIN FOR THE DELAY CAUSED.



GOING OVER THE SHIP'S BOOKS AND EXAMINING MANIFESTS: THE BOARDING OFFICER (CENTRE) AND THE CAPTAIN OF THE NEUTRAL VESSEL. IF NOTHING SUSPICIOUS IS FOUND, THE SHIP CLEARS WITHIN A FEW HOURS.

During the first month of the war, Mr. Churchill pointed out in his broadcast of October 1, "we have captured by our efficient contraband control 150,000 tons more German merchandise—food, oil, minerals, and other commodities—for our own benefit than we have lost by all the U-boat sinkings put together." The latest total, as we go to press, for five weeks of the war, amounts to 315,000 tons. During one week (the first in October) 25,000 tons were seized, including 13,800 tons

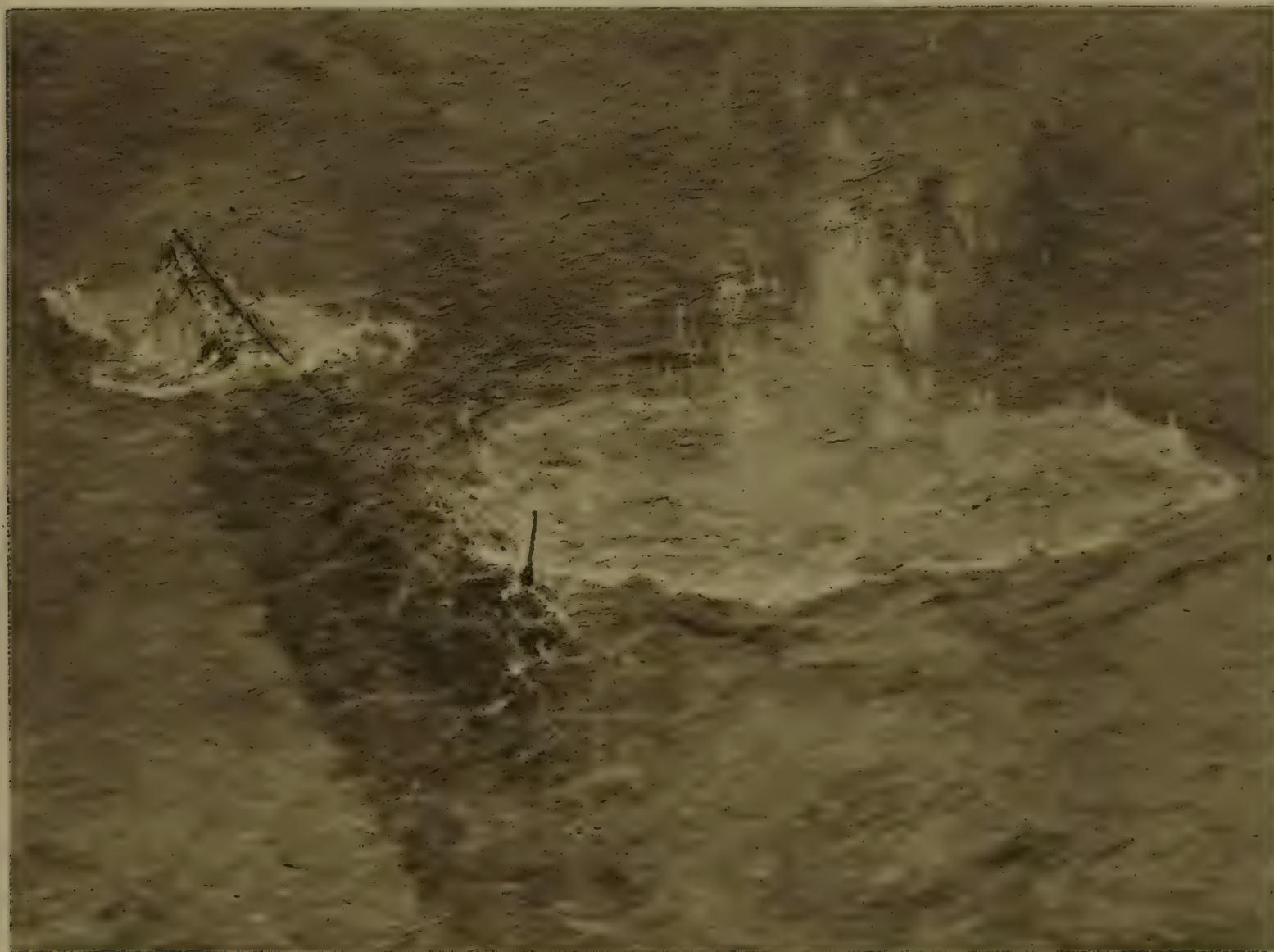
of petroleum products, equivalent to about 3,600,000 gallons. During the search of the neutral ship (the boarding officer first apologises to the captain for the delay and inconvenience) the wireless cabin is sealed, for no signals must be made while the ship is in the control zone. If nothing suspicious is found on the ship, she should clear within a few hours; but if there is something suspicious the ship goes "under naval control" to a specified port to hand over the contraband.

ART DURING WARTIME—A STERN NOTE IN A LONDON EXHIBITION.

REPRODUCTIONS BY COURTESY OF THE ROYAL INSTITUTE OF OIL PAINTERS, AND THE ARTIST.



"ATHENIA"; BY ARTHUR J. W. BURGESS, R.I., R.O.I., R.B.C.



"NEMESIS"; BY ARTHUR J. W. BURGESS, R.I., R.O.I., R.B.C.

With London's galleries and museums closed, and most of the regular art shows also in abeyance, the October-November exhibition of the Royal Institute of Oil Painters, at 195, Piccadilly, provides a more than welcome oasis to the art-lover. That art need not be escapist in subject-matter is proved—if, indeed,

proof were needed—by the paintings, reproduced here, by Arthur J. W. Burgess. "Athenia" depicts some of the survivors of that unhappy vessel taking to the boats; while "Nemesis" portrays the just end of a U-boat. We need hardly add that other, less warlike pictures are also in the exhibition.

ALLIED AIR-ACTION ON THE WESTERN FRONT—AND ITS FRUITS.

FRENCH FIGHTERS AND RECONNAISSANCE MACHINES; AND-REVEALING R.A.F. AIR PHOTOGRAPHS OF ENEMY TERRITORY.



AN IMPORTANT FACTOR IN ALLIED AIR SUPERIORITY ON THE WESTERN FRONT: A PATROL OF A FORMIDABLE TYPE OF FRENCH FIGHTER PASSING OVER THE LINE. (A.P.)



AN EXAMPLE OF THE ADMIRABLE PHOTOGRAPHIC WORK OF THE R.A.F. ON THE WESTERN FRONT, WHICH HAS PROVED OF THE GREATEST VALUE TO THE ALLIED COMMAND: A BROKEN PONTOON BRIDGE IN GERMAN TERRITORY. (British Official Photo.)



HOW THE R.A.F. AIDS THE ALLIED INTELLIGENCE AND ARTILLERY EXPERTS: A VERTICAL PHOTOGRAPH OF A TOWN IN THE SAAR VALLEY SEEN FROM 20,000 FEET; WITH SMALL WHITE PATCHES ALONG THE BANK OF THE RIVER (WHICH SHOWS UP DARK) DENOTING PILL-BOXES, AND LARGE WHITE PATCHES THAT INDICATE GUN POSITIONS. (British Official Photo.)

for the Allied commands and artillery directors. On October 11, R.A.F. machines went farther and carried out reconnaissance flights along the entire course of the German frontier from France to the North Sea, during which photographs of the utmost value were obtained. On the other hand, the Germans have had little success in photographing over the French lines.

A number of Western German towns, Karlsrue, Merzig, Firmasens, Saarbruecken, Zweibruecken, Saarlouis, and Bergzabern have been evacuated (incidentally, no small economic loss to the Reich). Meanwhile the Allies enjoy a considerable air superiority over the Germans, as was shown by the R.A.F. success in photographing large sectors of the Siegfried Line, providing priceless information



OUT TO PROBE THE SECRETS OF THE GERMAN COMMAND'S INTENTIONS BY DIRECT OBSERVATION AND PHOTOGRAPHY: A FLIGHT OF FRENCH RECONNAISSANCE MACHINES OVER THE WESTERN FRONT. (A.P.)



SHOWING UP THE STATE OF THE ENEMY'S COMMUNICATIONS IN GREAT DETAIL: AN R.A.F. PHOTOGRAPH OF THE APPROACHES TO A GERMAN RAILWAY BRIDGE OVER THE RHINE; WITH GATES ACROSS THE RAILS BETWEEN THE TOWERS SHOWN CLOSED. (British Official Photo.)

On the ground, the Germans made repeated efforts to obtain prisoners, sometimes putting down box-barrages to isolate portions of the French line before attacking. Later, French intelligence sources reported that German units from Poland were crossing the Rhine, and German armoured detachments reaching the Western Front. The German attacks opened on October 16

with a thrust on the extreme western end of the Franco-German frontier. Their attacks were broken up by French artillery fire, and more than twenty of their tanks were put out of action on the very first day. A feature of the advance was the appearance of German shock troops wearing armour. Many of them were killed by French mines. As we write, the attacks continue.

THE WORLD OF SCIENCE.

DEATH-TRAPS FOR THE UNWARY.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

PRIMITIVE man, in the very early days of his evolution, was almost certainly a vegetarian. But as he spread outwards from the primæval tropical and sub-tropical forests force of circumstances made him, at least occasionally, a meat-eater, from lack of sufficient fruits, or roots, to satisfy his hunger. Finding the new diet more stimulating, at any rate in the colder areas into which he had wandered, his wits became sharpened by his efforts to obtain it. For "necessity is the mother of invention."

During the troublous times which have now descended on us the problem of "food-rationing" faces us as it did our rude forefathers, though not so acutely. Hence it has come about that the "shifts for a living" made by what we call "the lower orders of creation" will probably interest my readers more than ever before. For a "fellow-feeling makes us wondrous kind." Here we find methods of filling the larder which are truly surprising. And nowhere is this more clearly brought out than in their skill in trapping the more unwary members of the community in which they live. It is practised among animals of the most varied types. The spider and the octopus furnish us with striking examples. But, and this is indeed surprising, they have rivals among the plants, which exact retaliatory methods against their more generously endowed animal neighbours.

The plants, it may be remembered, were the first living bodies to appear on the earth, for they were, and still are, the only living things which can convert the non-living elements of earth, air and water, into living tissues. For long ages they possessed the whole world. Then came the animals, entirely, from then till now, directly or indirectly, dependent for their very existence on the plants. For they can only live on living tissues. But in course of time the plants and animals began feeding on one another, and this process of internecine warfare has gone on ever since. Nevertheless,

this mode of warfare has been of immense benefit to the combatants of both sides. But the balance of power very emphatically is held by the "animals." Though the number of different kinds of plants which can directly prey on animals is extremely small, those which have achieved success have done so in no uncertain way.

I can do no more in this essay than cite the prowess of the pitcher-plants. Other types, in some ways even more remarkable, I propose to describe in the near future.

But the pitcher-plants

but bleached white, effects which were not produced in centipedes placed, for experimental purposes, in ordinary rain-water for the same length of time.

There are many and very distinct species of this most extraordinary group of plants, and they present conspicuous differences in the form of the pitcher, though I am unable to show more than four on this page. That of one of the *Nepenthes* tribe shows one of the most perfectly developed. In Fig. 3 a *Sarracenia* is shown compared with a *Nepenthes*. In the first-named the "pitcher" is tubular and rises straight up from the base of the plant.

It also differs in the less specialised form of its "lid," which forms an upstanding shield, or "frill." But these tubes are also filled with water, and serve no less efficiently as death-traps, or food-containers. In other still less specialised species these tubes are open along their whole length, and lie flat on the ground, spreading out to form a rosette of elongated bowls, open along their whole length, and with scalloped rims turned outwards. Here, apparently, we have the initial stages in the development of the upright, tubular pitchers of species like *Sarracenia purpurea*, of the marshes of Alabama and Florida, wherein what answers to the lid of *Nepenthes* is represented by an upstanding semi-triangular shield, while in *Sarracenia variolaria* the mouth of the tube is closed by an overhanging hood. The precisely similar hood of the nearly related *laciniata* has added to the rim of the hood a long, forked, flag-like blade. The pitchers of the closely allied genus, *Darlingtonia* (Fig. 4), have further added a pair of long, flat, horizontal blades, which stand out on each side of the rim of the tube immediately below the hood. *Nepenthes* shows us the final stages in the development of these wonderful "fly-traps."

Even if this interpretation be correct, we are still unable to discern the agencies which have brought these wonders of the plant world into being.



FIG. 1. CONSTITUTING TRAPS FOR THE UNWARY OF DEADLY EFFECTIVENESS: A PITCHER OF A NEPENTHES, FORMED AT THE END OF THE LONG-DRAWN-OUT END OF THE MID-RIB OF A LEAF. In the genus *Nepenthes* the pitcher, or "Fly-trap," has attained to its final perfection. It is formed at the end of the elongated mid-rib of the leaf, which is drawn out into a long stalk terminating in the pitcher.



FIG. 2. FOREDOOMED VICTIMS GATHERING FOR THE ANTICIPATED FEAST: A "PITCHER" OF A NEPENTHES, SHOWING FLIES LURED TO DEATH BY THE SMELL OF HONEY EXUDING FROM THE RIM OF THIS STRANGE DEATH-TRAP.

are the more impressive in appearance. They are all natives of tropical and sub-tropical countries, which have developed "booby-traps," surprisingly perfect in their efficiency and structure, out of their leaves. Herein the terminal portion of the leaf has been drawn out into a long, slender stalk, bearing at its tip a vessel, curiously jug- or "pitcher-like"; often closed with a lid, and containing water. A glance at the accompanying photograph (Fig. 1) will convey more readily than a long description the appearance of these living pitchers, constituting traps for the unwary of deadly effectiveness.

Flies and other insects, as well as centipedes, are lured to these apparent wells of refreshment by gay colours and a smell of honey exuding from the rim of the pot. But there is death in the pot! In Fig. 2 four poor victims will be seen gathering to the expected feast. The inside of this chamber of death is lined with long, tooth-like spines pointing toward the wall. They are closely set and form a surface as smooth and slippery as a ballroom floor. Once the victims get on to this they are as good as lost, for it affords no foothold, and every attempt to return is foiled by these downwardly directed spines, till at last they fall exhausted into the well of water at the bottom of the pitcher and are drowned. And here their bodies putrefy. The number of victims meeting this fate is often so great that the odour escaping from the decaying bodies is most offensive, and noticeable at a considerable distance. The products of this unsavoury soup are absorbed by the plant, to serve as a supplement to its ordinary diet of mineral salts drawn from the soil.

It was at one time believed that this liquor was poisonous. This, however, has not been established. But it may yet, on more exact analysis, be proved that it is something more than merely putrid water. For a case is on record wherein a centipede, nearly two inches long, which had fallen during the night into the well of a *sarracenia*, was found in the morning half-submerged, and making violent but vain efforts to escape. But when removed and examined it was found that the lower, submerged half of the body had become not only paralysed

Flies, and other insects, as well as centipedes, are lured to these apparent wells of refreshment by gay colours, and a smell of honey exuding from the rim of the pot, the inside of which, however, is lined with long, tooth-like spines pointing toward the wall—a veritable Chamber of Death!



FIG. 3. TWO TYPES OF "PITCHERS"—ON THE LEFT THAT OF A *SARRACENIA PURPUREA*; ON THE RIGHT THAT OF A *NEPENTHES*.

The tubular pitcher of *Sarracenia purpurea*, which grows, not at the end of a leaf-stalk, but rises straight from the ground, compared with the still more remarkable and perfect pitcher of a *Nepenthes* growing from the end of a leaf.



FIG. 4. THE TUBULAR PITCHERS OF *DARLINGTONIA CALIFORNICA*, NEARLY RELATED TO *SARRACENIA*, WITH A HOOD OVER THE MOUTH OF THE TUBE, AND A PAIR OF WING-LIKE OUTGROWTHS BELOW IT.

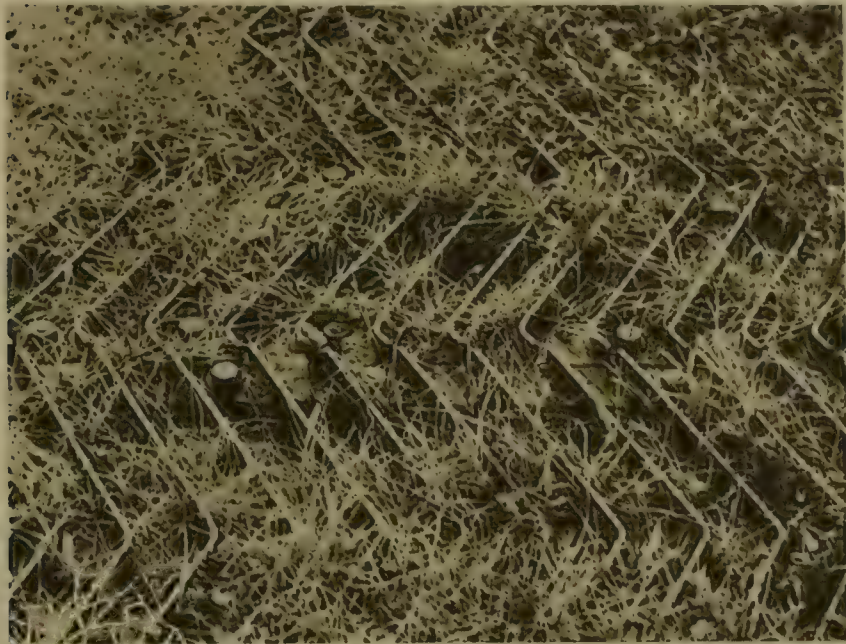
These tubes are also filled with water, and serve no less efficiently as death-traps, or food-containers.

Photographs by Harold Bastin.

"SHOULDER TO SHOULDER WITH OUR FRENCH ALLIES": THE NEW B.E.F.



HOW THE R.A.F. MAKES ITS AERODROMES INVISIBLE IN FRANCE: A MACHINE CLEVERLY CONCEALED BY BRUSHWOOD AND FOLIAGE AT A FLYING-GROUND BEHIND THE FRONT. (A.P.)



AN INGENIOUS R.A.F. DEVICE WHICH ENABLES AERODROMES TO BE USED IN ALL STATES OF THE WEATHER, AND IS YET INVISIBLE FROM THE AIR: PART OF THE OPEN-WORK STEEL RUNWAYS FOR 'PLANES AT A BASE AERODROME IN FRANCE. (A.P.)



GIANT "WASPS" OF WAR COMPLETELY CONCEALED FROM ENEMY OBSERVERS IN THEIR CAMOUFLAGED NESTS: THE FAMILIAR RED, WHITE AND BLUE CIRCLES OF AN R.A.F. MACHINE IN ITS "DUG-OUT" BEHIND THE FRONT. (A.P.)

If war on the Western Front goes on, after an "armistice" lasting twenty years, and individual protagonists, owing to the inexorable laws of nature, have changed, the background of the new conflict for the British army now in France and Germany remains substantially what it was to those who fought "in Flanders fields" in the Great War of 1914-18. History has a habit of repeating itself, although it is seldom in such a hurry as to envisage two major wars on the same front in a quarter of a century. In the statement on the work of the Army, particularly of the organisation by which the whole of the British Expeditionary Force of 158,000 men had been transported to France without a casualty, which he made in the House of Commons on October 11,

[Continued top right.]

the Secretary of State for War remarked of our troops now on the other side of the Channel: "They are grumbling about the same things—mispronouncing the same names—making similar jokes, and singing songs which seem to be an echo over the intervening years. . . . However long the struggle and however great the ordeal, they will, as our soldiers did before, take our arms and our 'cause of freedom to victory.'" In a revealing paragraph of his first cable from the war zone, Mr. Douglas Williams, the "Daily Telegraph" war correspondent, wrote: "In this war soldiers feel free, are encouraged to ask officers questions, to regard them as fellow human-beings, and to expect tolerant and considerate treatment. In many cases all ranks are drawn from the same ranks of life, and this is an additional tie that makes for cohesion and mutual co-operation."



PART OF THE MULTIFARIOUS TRANSPORT OF THE MECHANIZED B.E.F.: A CONVOY OF MILITARY "PANTECHNIONS"—HALTED EN ROUTE TO A BRITISH SECTOR, UPON A TYPICAL POPLAR-LINED FRENCH ROAD. (Official photograph.)



INTENDED FOR "STRAFING" TROOP CONCENTRATIONS AND COMMUNICATION CENTRES FAR BEHIND THE ENEMY LINES, AND FOR COUNTER-BATTERY WORK: A BRITISH HEAVY HIGH-VELOCITY GUN; IN POSITION IN FRANCE. (S. and G.)



UNDISTURBED, IT MUST BE HOPED, BY THE RATS WHICH WERE SO OFTEN THE BANE OF THE SOLDIER'S LIFE IN THE LAST WAR!—MEN WRITING HOME IN THEIR QUARTERS IN THE EVENING. (Official photograph.)

A PERPLEXING STRATEGIC PROBLEM FOR HITLER: THE FRENCH IN GERMANY.



CONSOLIDATING THEIR STEADY AND CAREFUL ADVANCE TOWARDS THE SIEGFRIED LINE: FRENCH SOLDIERS ERECTING ANTI-TANK BARRICADES IN A VILLAGE NEAR THE FRONT—PREPARATIONS FOR A POSSIBLE GERMAN OFFENSIVE. (S. and G.)



THE SITUATION ON THE WESTERN FRONT IN THE GREAT WAR REVERSED: FRENCH SOLDIERS IN A GERMAN VILLAGE—A PHOTOGRAPH RECALLING MANY PUBLISHED IN 1914 OF GERMAN SOLDIERS AND FRENCH PEASANTS! (Keystone.)



FRENCH TROOPS, UNDER COVER OF THEIR MARCHING EQUIPMENT, ADVANCING ACROSS TYPICAL OPEN COUNTRY IN THE SAAR REGION OF GERMANY, WHERE OUR ALLIES ARE CONSOLIDATING THEIR EXTENSIVE GAINS. (Planet.)



ADVANCING IN WEATHER WHICH WILL NOT IMPROVE CONDITIONS FOR A GERMAN OFFENSIVE: ONE OF THE FRENCH TANKS THAT HAVE GREATLY ASSISTED IN OPERATIONS AT THE FRONT. (Keystone.)



WITH ACCOMMODATION NOW AVAILABLE FOR UNEXPECTED GUESTS: THE "GASTHAUS K. KESSLER" IN A GERMAN TOWNSHIP WHICH FELL BEFORE THE FRENCH—SHOWING SOLDIERS PASSING A TOLL-HOUSE. (S. and G.)

If any comfort is to be derived from the renewed hostilities on the Western Front after a lapse of twenty-five years it is surely to be found in the fact that the fighting is now taking place for the first time since the Napoleonic era, not on French but on German soil, where it may quite well remain for the "duration," and that, on the assurance of the High Military Commands, there is to be no

wastage of human life. Indeed, the pictures received from the French front which we reproduce above graphically illustrate these significant aspects of the new conflict forced upon the Allies by Hitler; for the valiant French Army is seen actually advancing or "digging in" on the "sacred soil" of the Nazis' "Heilige Deutschland" ("Holy Germany") itself, while the use of dogs as message-bearers.

(Continued opposite.)

CONFRONTING THE NAZI MENACE: FRENCH TROOPS IN ACTION.



EVIDENCE OF THE HIGH COMMAND'S RESOLVE TO ECONOMISE LIFE AT THE FRONT: ONE OF THE LIAISON DOGS WITH THE FRENCH FRONT-LINE FORCES HOUNDING OVER A PARAPET WITH A MESSAGE. (Planet.)



TO ASSIST STRETCHER-BEARERS IN THE SEARCH FOR WOUNDED—ANOTHER INGENUOUS USE OF CANINE SAGACITY AT THE FRONT: A SOLDIER WITH ARMY DOGS FOR SCOURING "NO MAN'S LAND." (A.P.)



LOOKING LIKE A HARMLESS COLLECTION OF OLD SAUCEPAN-LIDS—ACTUALLY VICIOUS DEATH-TRAPS: LAND-MINES RENDERED INNOCUOUS BY FRENCH ENGINEERS IN THE SAAR SECTOR. (Keystone.)



RESTING THE FRENCH EQUIVALENT OF THE BREN GUN ON A KNAPSACK: INFANTRY WITH THEIR HANDY AUTOMATIC WEAPON. (Keystone.)



THE ETERNAL POILU, STALWART IN 1939 AS IN 1914-18: FRENCH TROOPS RETURNING FROM THE LINE AFTER OPERATING IN GERMAN TERRITORY, THICKLY STREWN WITH LAND-MINES AND BOOBY-TRAPS. (Keystone.)



A FRENCH HOWITZER IN ACTION IN GERMANY, WITH WHEELS HAVING SOLID BACKINGS TO PROTECT THE GUNNERS FROM SHELL SPLINTERS. (Planet.)

Continued.

and for finding wounded, and of gun-wheels as protective armour for the gunners, are satisfying examples of lessons well learnt at Ypres, Passchendaele, and Verdun. And what of the actual fighting? In a recent despatch published in the "Daily Telegraph," a Special Correspondent with the French Army "Somewhere in Germany" wrote: "Passing a day and a night on German soil, I was able to

see the almost uncanny difference between the present war and the previous one. So far this war has been neither a war of movement nor trench warfare. It is not even a combination of the two, but is best expressed by the French expression 'guerre d'attente,' in which both sides are waiting to see what the other will do." As we go to press, heavy German attacks are, however, reported.

BRITISH GUNS IN FRANCE; AND STIRRING EXPLOITS OF OUR ALLIES.



BRITISH FIELD-GUNS MOVING FORWARD IN FRANCE—(LEFT) A TEMPORARY HALT BY DAY ON ONE OF THE LONG, STRAIGHT ROADS AND (RIGHT) RATTLING OVER THE PAVÉ OF A TOWN BY NIGHT.



THE END OF A U-BOAT, OF OCEAN-GOING TYPE, AT THE HANDS OF A FRENCH SEAPLANE—THE 'PLANE SWOOPING DOWN, REGARDLESS OF THE GERMAN GUNS, AND DROPPING ITS BOMBS FROM CLOSE RANGE.



A REMARKABLE FEAT OF SEAMANSHIP: A FRENCH SUBMARINE WHICH CAPTURED A GERMAN MERCHANTMAN 1200 MILES OUT IN THE ATLANTIC, ESCORTING HER PRIZE TO CASABLANCA, A VOYAGE TAKING THREE DAYS AND NIGHTS.

The two photographs at the top of this page show units of the field artillery of the B.E.F. in France. British troops are now actually holding a front of several miles in length, and are "digging in"—the task of digging being considerably helped by excavating machines. The spirited drawings of A. Sébille and Georges G. Toudouze illustrate two of the exploits of our French allies. The French submarine's feat is especially remarkable. She encountered a large German merchantman in mid-Atlantic, 1200 miles from land, and escorted it to Casablanca, in Morocco—half the distance between New York and Le Havre. This involved the submarine's navigating on the

surface for three days and nights to ensure that its prize did not escape—the extreme difficulty of keeping the merchantman in view during the nights being obvious even to the layman. The other drawing shows the sinking of a large U-boat of ocean-going type by a French seaplane. The U-boat was spotted at dawn, waiting "in ambush" on a busy mercantile route. Its bridge offered a scarcely visible target. The seaplane swooped down, regardless of the U-boat's guns, and dropped its powerful bombs. The bombs struck home. For an instant the bows of the U-boat reared up and pointed to the sky; then she fell back, and disappeared beneath the waves.

CANTERBURY CATHEDRAL AND WESTMINSTER ABBEY:
A.R.P. MEASURES IN TWO OF OUR MOST VALUED NATIONAL MONUMENTS.



SOME OF THE MUCH-DISCussed A.R.P. IN CANTERBURY CATHEDRAL: THE SAND-BAGGED TOMB OF THE BLACK PRINCE, THE STAINED GLASS HAVING BEEN REMOVED FROM THE WINDOW IN THE BACKGROUND. (Topical.)



THE EASTERN CRYPT IN CANTERBURY CATHEDRAL, WHERE THE DAILY SERVICES ARE AT PRESENT BEING HELD, THE ACOUSTICS FOR THE SINGING OF THE CHOIR BEING EXCELLENT. (Topical.)



THE SANDBAGGING OF TOMBS IN WESTMINSTER ABBEY—(LEFT) THE TOMB OF PRINCE JOHN OF ELTHAM IN THE CHAPEL OF SAINT EDMUND AND THOMAS THE MARTYR; AND (RIGHT) THE TOMB OF EDWARD THE CONFESSOR. (Central Press.)

On this page we show some of the air raid precautions taken in two of England's national monuments, Westminster Abbey and Canterbury Cathedral—national from historic, religious and artistic points of view. Criticism as regards the measures taken in the Cathedral has appeared in the Press; and the Dean (Dr. Hewlett Johnson) and Chapter issued on October 11 a statement to every member of the Friends of Canterbury Cathedral refuting the charges. The statement pointed out that "the only alteration lies in the closing of two short corridors outside the choir, assuring safety, as the Chapter believe (except from the heaviest bomb), to



REMOVING FOR BURIAL THE EARLY ENGLISH STAINED GLASS FROM TRINITY CHAPEL—THE SHRINE OF THOMAS À BECKET, WHO WAS MURDERED IN 1170, IN CANTERBURY CATHEDRAL. (Fox.)



THE SANDBAGGING OF TOMBS IN WESTMINSTER ABBEY—(LEFT) THE TOMB OF PRINCE JOHN OF ELTHAM IN THE CHAPEL OF SAINT EDMUND AND THOMAS THE MARTYR; AND (RIGHT) THE TOMB OF EDWARD THE CONFESSOR. (Central Press.)

something like 400 people." The statement concluded that the "cathedral is still first the house of God . . . but also now a strong refuge in these days of trouble." The statement's conclusion applies equally to Westminster Abbey, where, as in churches throughout the country, people of all classes seek refuge "in these days of trouble." On the sites of both Westminster Abbey and Canterbury Cathedral were previous churches. The present Abbey was begun by Henry III. in 1245; Canterbury Cathedral was begun in the preceding century. "Begun," of course, is used loosely in both contexts: much of their beauty depending on later additions.

TO-DAY, more than ever, the student of warfare must follow the advice of Marshal Foch and study also international politics and economics. History he has always studied, and that, too, will serve him well in the present situation. This situation puzzles and bewilders us all, but that is because we have grown used to the principle that in time of war belligerency and neutrality are the only alternatives. We think of them as positive attitudes, conceiving it impossible that there should be any middle path. Such has, indeed, generally been the case in recent wars, but it was not always so. Many are the historical instances of complications not unlike those of the present time. Even in the war of 1914-1918, it will be recalled that, though Italy entered the arena on the side of the Entente Powers in May 1915, she did not declare war on Germany until August 1916. During the intervening period she was thus the ally of Great Britain and France, but not technically the enemy of their chief opponent, Germany. It is less generally known that the United States and Bulgaria were never at war, and that there was a United States Chargé d'Affaires in Sofia when the Bulgarian Armies were overthrown by the forces of Marshal Franchet d'Espérey. Admittedly, these inconsistencies are mild by comparison with those of which we are now the witnesses, but they are at least modern precedents, and so, perhaps, more realistic than others even more extreme which might be disinterred from the records of old wars.

We have seen Russia intervene in the Polish campaign and bring it to an end to the advantage of Germany, just when the rains were beginning, and it looked as though Germany would have considerable trouble in consolidating her spectacular victory. We have since seen Russia conclude a trade pact with Great Britain and simultaneously encroach upon the rights and freedom of Lithuania, Latvia, and Estonia—also, as these words are written, making a similar threat to Finland—all little outposts of comparative freedom in a Europe where that commodity grows steadily scarcer, and therefore naturally regarded by us with sympathetic eyes. We see the Turkish Foreign Minister in Moscow engaged in conversations which may be slow, but which we do not suppose to be altogether unfriendly, while a Turkish Military Mission is in London. We see cross-currents of policies and sympathies in the Balkan States which are too complicated to detail here. In any case, I am for the moment concerned with the Baltic rather than the Balkans.

This sea washes the shores of Sweden, Finland, Russia, Estonia, Latvia, Lithuania, Germany and Denmark. Its waters bear vast quantities of merchandise, above all, timber and iron ores. It has but one natural exit, the Cattegat, between Sweden and Denmark, and this is to a great extent blocked by two large islands forming part of Denmark, so that the exit is narrowed down to two straits, of which the Sound is the more important, and a canal. There is also an artificial exit through German territory, the Kiel Canal. The Scandinavian Baltic kingdoms are both comparatively weak, and Denmark is wedded to a policy of profound pacifism. Of the little Republics to the east, only Finland has the slightest defensive power. Great Britain trades in the Baltic in time of peace, but has to resign herself to impotence there in time of war, though a few British submarines passed in during the last war. When, therefore, it becomes a question as to which State shall dominate the Baltic, as to whose "lake," in the popular phrase, it is to be, the issue can lie only between Germany and Russia.

Only a few weeks ago, all the advantages lay with the former, and most people in this country believed that Germany placed a very high value upon them. Russia possessed merely a little window looking upon

THE WAR WITH NAZI GERMANY: CHESS MOVES IN THE BALTIC.

By CYRIL FALLS.

the Baltic, and a window liable to be frozen over, whereas Germany's Baltic coast-line was long, and contained numerous well-equipped ports. Moreover, in Estonia, Latvia and Lithuania Germany exercised considerable economic influence. We hear a great deal nowadays of the Teutonic "Baltic Barons" who have been established for centuries in these parts, but less of the many thousands of middle-class Germans whose settlements are more recent, but who have held in their competent hands a large proportion

indeed a queer development of the policy of *Lebensraum*. But Stalin's orders must be obeyed and he must receive his payment in full.

In order to discover the meaning of all this it may be useful to attempt some historical reconstruction. It will be based on deduction only; for I am not one of the people who claim to know the minds of Stalin and Hitler, or even that of Lord Halifax.

Some months ago, Britain approached Russia and asked her whether she was prepared to help in the task of resisting the ceaseless aggression of Germany, and, in particular, of giving aid to Poland if that country were singled out as Hitler's next victim. Russia replied that she was willing, adding, however, that for the purpose she must place troops on Polish soil. It is even possible that she then staked her claim to the eastern Polish territory which she considered should belong to her. She went on to observe that she must take out an insurance policy against the risk that Germany would seize the three southern Baltic Republics, by herself taking them under her control, making use of their ports, fortifying their islands, including the Aaland Islands, which are the joint property of Finland and Sweden. We, presumably, took the trouble to discover whether the Poles and Letts objected, and were informed that they objected emphatically. Then we said no. Not good Machiavellian diplomacy, perhaps, but honesty in diplomacy has a way of paying in the long run, though the run may be long indeed. If our cause be not based on morality, then we are mere officious busybodies. So Russia decided that if she could not check Germany by agreement with Britain, she would check Germany by agreement with—Germany. The latter was anxious to square her at almost any price, and a high one has been paid. Moreover, I fancy it has been raised; for though the present partition of Poland must have been included in the pact of non-aggression, it is doubtful whether the present line of demarcation is altogether agreeable to Hitler. It is still less likely that he and his naval advisers appreciate the present situation in the Baltic. The above is, as I have said, an interpretation only and may well be inaccurate in detail, yet when the light of history is thrown upon these dark doings, I do not think that its general tenor will be found to be incorrect.

It is an exaggeration to say, as has been said in some quarters, that the Baltic is already Stalin's "lake." The strategic command of a sea depends on more than harbours and fortifications; it is determined, above all, by the fighting strength of the navies which sail its waters, and have their bases upon its shores. Yet Stalin has without doubt won a series of brilliant successes at very small cost. He may yet overreach himself, but so far he has every reason to sing the song which was so popular with our troops on route marches in 1914-1918—

"Oh, oh, oh, it's a lovely war!"

In certain respects, he has rendered us good service, and we should be unwise to quarrel with him unless he were to pick a quarrel with us. Yet, once more, we must not exaggerate this tendency. There may exist, where Germany's projects of expansion are concerned, a certain community of interests between Russia and ourselves, but Russian policy has been coldly calculated, and may yet prove hostile to us in other spheres. We are inclined to be eager to take off our hats to somebody, but only our Communists are likely to call "Hats off to Russia!" at this moment. The fact remains that, in the Baltic and in the Balkans also, Stalin's knights, castles and pawns have immobilised Hitler's queen.



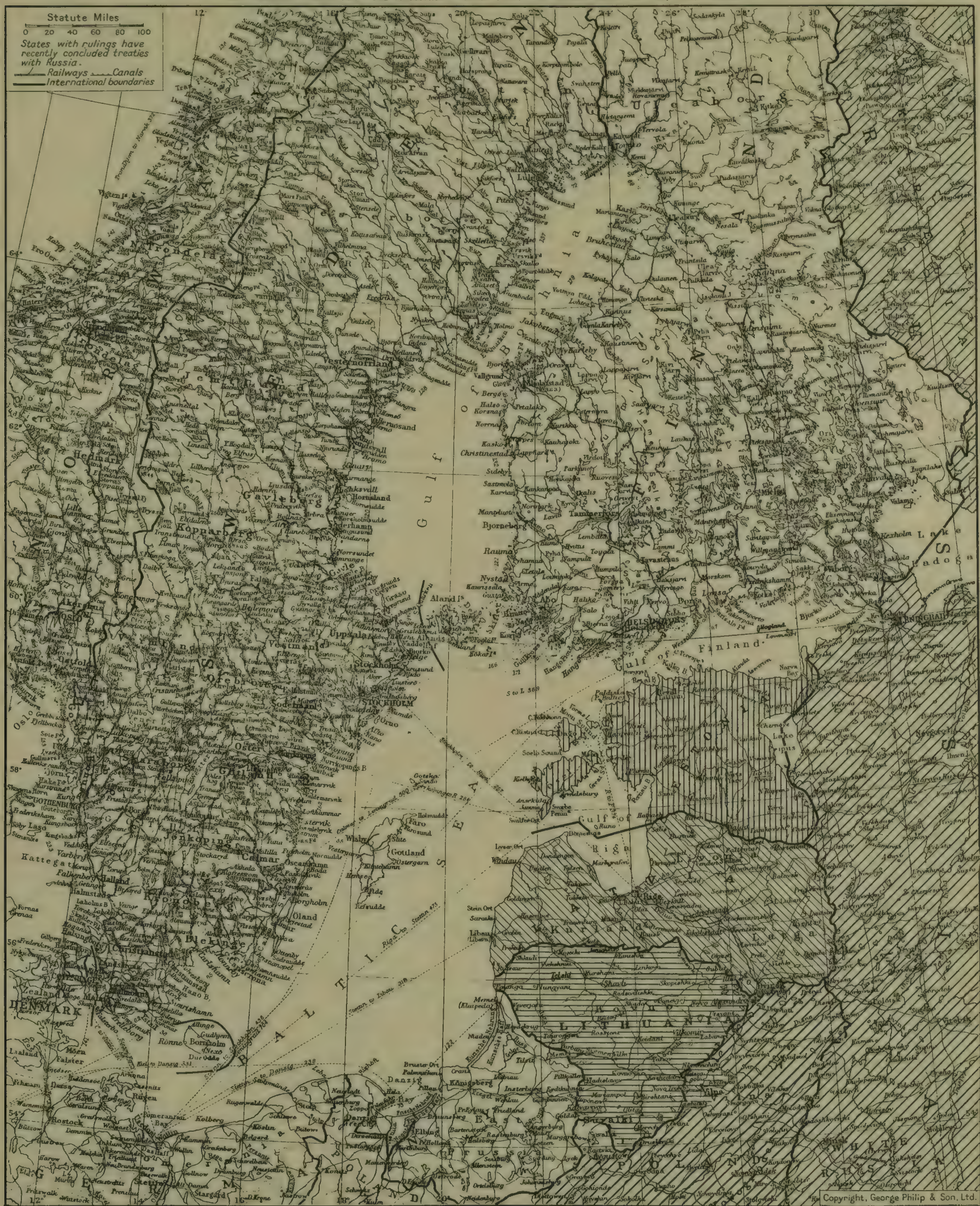
THE PROCESS OF ARTILLERY FIRE—DEMONSTRATED BY GERMAN SHELLING OF A POLISH ROAD: (TOP) A "FEELER" SHELL LANDS TO THE RIGHT OF THE TARGET; (MIDDLE) THE RANGE HAS BEEN FOUND, THE SHELL EXPLODING SQUARELY IN THE ROAD; (BOTTOM) BLACK SMOKE BILLOWS UP FOLLOWING THE BLAST OF THE EXPLOSION.

These Paramount ciné-pictures give a vivid idea of the process of artillery fire. The top photograph shows a Polish road, as yet unhit by the German shell-fire, though at the side is a pile of burning wreckage hit by a "feeler" shell. The German gunners had now apparently ascertained the range, and the next shot landed squarely in the centre of the road. The bottom photograph shows the rolling volume of black smoke following the blast of the explosion. (A.P.)

of the commerce and finance of these States. Were we not engaged in a war which has already provided a multitude of surprises, we should be astounded by the news that these little countries have suddenly been handed over without a murmur to Russian influence; that Russian troops are installed upon their territory; that Russia disposes of their ice-free ports. More amazing still would it have been to learn that many thousands, some say as many as 80,000, "Aryan" Teutons have been ordered out by their Führer, and that even now German liners are taking them aboard. Just think for a moment what it would mean were 80,000 Irish of the business

WHERE GERMANY SURRENDERS VAST INTERESTS TO RUSSIA: THE BALTIC.

MAP SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY GEORGE PHILIP AND SON, LTD., LONDON.



SHOWING THE THREE LITTLE STATES WHICH HAVE NOW BECOME, WITH GERMAN CONSENT, SOVIET PROTECTORATES; AND FINLAND, WHOSE FATE THE SCANDINAVIAN COUNTRIES ARE ANXIOUSLY WATCHING.

Hitler has paid a tremendous price for his agreement with Russia, and Stalin has gained almost as much by hard bargaining as Germany did with the sacrifice of lives and matériel. The Soviet advance to the Baltic began with the signing of a pact with Estonia, giving the Russians the right to naval and air bases in that country. Then M. Munters, the Latvian Foreign Minister, went to Moscow; with the Lithuanian Minister hard on his heels. Latvia accepted a pact on October 5, giving the Soviet bases at Libau and Windau. On October 7 it was announced in Moscow that Russia had asked Finland to send a negotiator to Moscow. Dr. Paasikivi saw M. Molotov in Moscow on October 11, but meanwhile the Finnish Government

set about strengthening their defences and taking precautions against air raids. Denmark, Sweden, Norway, and the U.S.A. all made *démarches* in Moscow, in the hopes of a peaceful settlement of questions at issue between Moscow and Helsingfors. The American move took the form of a personal message from President Roosevelt to President Kalinin. Perhaps the most amazing development of all was the German decision to repatriate Germans living in the Baltic States. This, of course, represents a complete reversal of Nazi policy, which has long held up the Baltic shore as one of the most sacred areas of German "cultural expansion." Not surprisingly there were widespread rumours of discontent in Germany at this cynical bargaining.



(Upper) IMMENSE RESERVES, WORTH HUNDREDS OF THOUSANDS OF POUNDS, ARE STORED AT KAUKAS IN LONG LANES, 20 FT. HIGH, WHERE THE WOOD IS LEFT TO DRY.

(Lower) FINNISH WOODWORKERS, WITH PHYSIQUE TYPICAL OF AN ATHLETIC PEOPLE, THROWING DOWN LOGS FROM A RESERVE STORE ON TO A LORRY, AT LAKE SAIMA, IN THE SOUTH-EAST, NOT FAR FROM THE SOVIET BORDER.

These fine photographs of the predominating industry of Finland, taken at Kaukas, on Lake Saima, in the Vuoksen Valley, one of the largest timber-works in the country, possess a special topical interest in view of the Russian intimidation of Finland and the recent U-boat sinkings of Swedish, Danish and Finnish vessels conveying timber to England. So hazardous for such sea-borne trade did the

situation of neutral ships become earlier in the month in the Baltic and the North Sea that Russia, having failed to enlist the aid of any of the Scandinavian countries in fulfilling her own orders for Great Britain in face of the German submarine menace, on October 11 concluded a commercial agreement with us by means of which timber will be brought from Russian ports by the British Government in

[Continued opposite.]



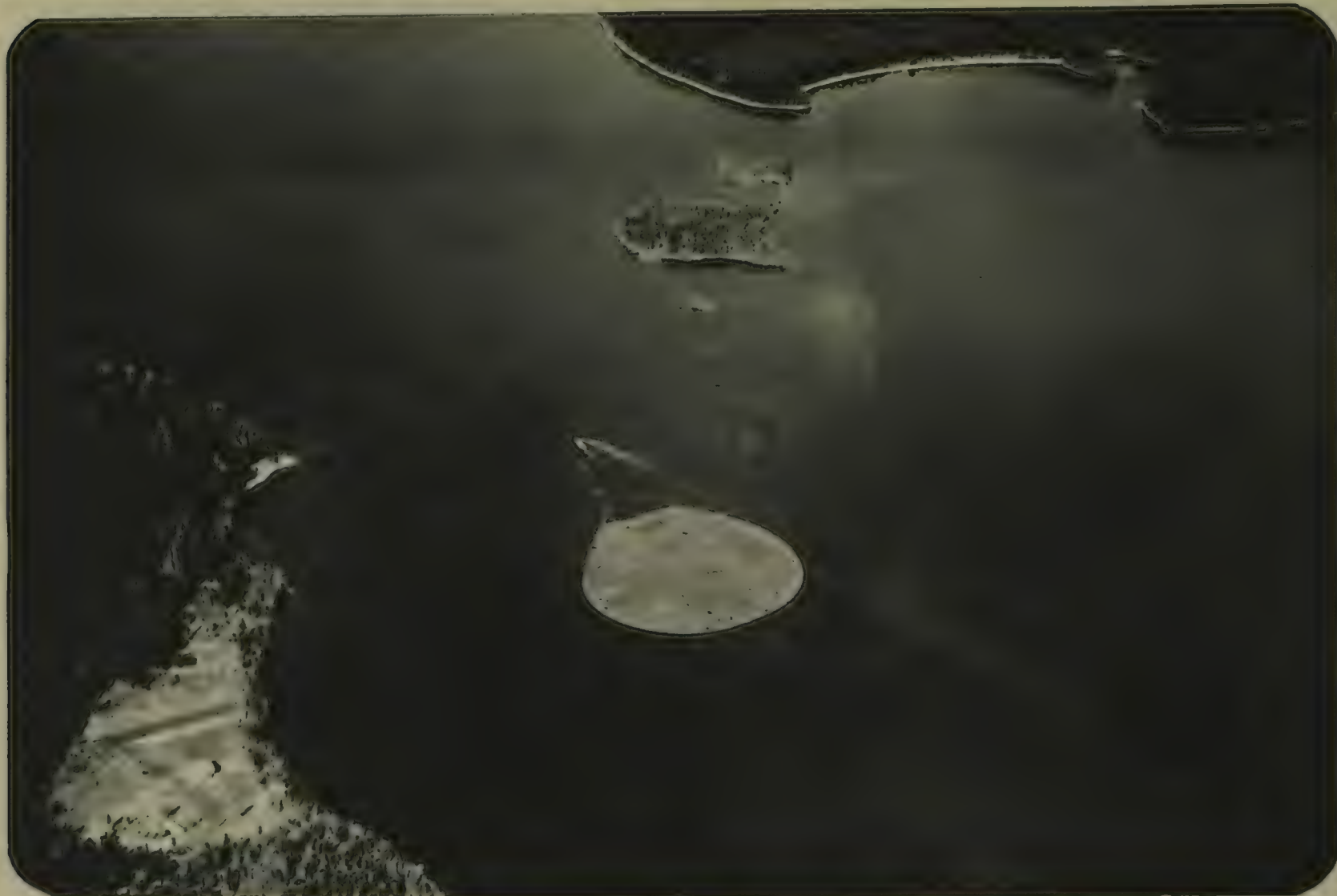
TENS OF THOUSANDS OF LOGS, CHAINED TOGETHER FOR THEIR JOURNEY TO THE MILLS, ON A LAKE IN FINLAND—WHOSE FORESTS COVER 62,400,000 ACRES AND WHOSE 70,000 LAKES PROVIDE AN IDEAL AND CHEAP MEANS OF TRANSPORT FROM FOREST TO FACTORY.

Continued.

ships conveyed by the British Navy, while rubber and Cornish tin bought on the London market will be shipped in exchange to Russia. As for Finland, timber is the very foundation of her economic life, as no less than 73 per cent. of the superficial area of the land is covered by forests. The sawmill industry commenced in the sixteenth century, when the first hydraulic sawmills were constructed; but it

was not until 1860, the year of Finland's industrial revolution, that any considerable progress was made, the idea prevailing up to then being that the felling of trees would cripple the nation in the long run. Since 1933 the Finnish timber export has reached and maintained the million standard. The strategic and political situation of Finland in face of Russian demands is discussed on a previous page.

TIMBER AND WATER TRANSPORT—THE LIFE-BLOOD OF FINLAND'S ECONOMY.



A MOVING "ISLAND" IN FINLAND, "THE LAND OF A THOUSAND LAKES," WITH OVER SIXTY-TWO MILLION ACRES OF MIGHTY FORESTS: A TUG HAULING A HUGE RAFT OF LOGS ACROSS A FOREST-BORDERED LAKE.



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Lakes occupy 11 per cent. of the total area of Finland and forests about 35 per cent. Timber is, therefore, all important in her national economy, and her numerous waterways afford admirable transport facilities. The United Kingdom was Finland's best customer before the war, taking over three thousand

million Finnish marks' worth of goods in 1938, and selling nearly two thousand million marks' worth. Germany came second. In 1937 the United Kingdom took over five million pounds' worth of paper-making materials and nearly seven million pounds' worth of soft wood. (*Associated Press.*)

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During the winter months most of our staff will be leaving an hour before "blackout" time to enable them to get home with safety. There will always be a small number of competent assistants remaining until our usual closing time for customers who cannot conveniently shop in daylight.

BOOKS OF THE DAY.

By CHARLES E. BYLES.

IT is a little confusing at first when a famous writer tells her life-story both under her maiden name and her *nom de plume*, while works of reference disclose the fact that neither of these names is likely to appear on her identity card, since she has been twice married. Moreover, she has at various times used three other pseudonyms. Any little bewilderment that may afflict the reader on this score, however, is soon forgotten in the compelling fascination of "THE DEBATE CONTINUES." By Margaret Campbell. Being the Autobiography of Marjorie Bowen (Heinemann; 12s. 6d.). This is a vital book, very much off the beaten track of reminiscences in method and treatment. For one thing, the author writes sometimes in the first person, as "I," and sometimes in the third, describing Margaret Campbell and her affairs objectively. Again, she hardly ever gives the surnames of people who figure in her narrative, even members of her own family. Thus, for example, she introduces "a favourite uncle," "my Aunt Gertrude and my cousin Simon," and (where she writes of herself as Margaret Campbell), referring to her first marriage, she speaks of "the young Italian who was her husband," without further identification.

This curious vagueness of personal allusion occurs also in the account of her first novel, completed at the age of seventeen. She makes many references to its inception and progress, but does not mention its title—"The Viper of Milan"—while her agent and publishers likewise remain anonymous. One seems to detect in all this an intense dislike of publicity, self-advertisement, commercialisation of art, and making literary capital out of notabilities among her friends. Recalling the time when the manuscript, rather the worse for wear after a long round of rejections, had at last been accepted for publication, she writes: "I loathed hearing it discussed; from being my own property it had become an article of merchandise. . . . By some combination of circumstances, a one-in-a-million chance, the book was a success. . . . I suppose, too, it was then something of a novelty for a young girl to have written a book. . . . The publishers came round to see me—a short man and a tall man, I remember—crowded into the shabby little room, and, looking at me with a kind of apprehension: 'Had they been defrauded? Was I really only seventeen?' . . . And the book was selling, and many curious questions were raised. Had I really written it myself? My mother was a writer? I must have many friends who must be able to help me." The very fact that the mother's literary efforts had been a failure made the daughter's triumph a cause of strain and heartburning. The sudden leap into fame had its drawbacks, one being that the money she thus earned all went into the family exchequer.

Despite all her modest disclaimers regarding its quality, the writing of that book was indeed something of a miracle; a conquest of obstacles by inborn talent and persistence, considering the young author's upbringing and the conditions under which she had to work. An unwanted child of separated parents, a never-do-well father and a temperamental mother, she shared the latter's poverty-stricken home, constantly shifted from one mean lodging to another, and got little education but what she gave herself by miscellaneous reading. The early flowering of her genius in such adverse circumstances forms, as it were, a negative criticism of our educational system, whose advantages she never enjoyed. Apparently she never went to school, but learnt her letters from her mother's maid-of-all-work. Very interesting, therefore, is the origin of her taste for historical romance. "Nana," she writes, "again took up the task of teaching me how to read, and soon and all at once I found that I could tackle simple books. I suppose I must have been dependent on the landlady's shelf of books for all my earliest readings. . . . Mrs. Markham's history of England, *Little Arthur*, came into my hands. I liked it so much that I soon learned to spell out a good part of it, and my mind soon became busy

on these amazing and entrancing stories." As she grew up, she taught herself to read French and Italian, with a little Latin, and (she says) "even tried to tackle science." Assuredly, Samuel Smiles had no monopoly of Self-Help!

In spite of her literary successes, "Marjorie Bowen's" memories of her later life are strongly tinged with melancholy and disillusion, partly due, no doubt, to domestic troubles and bereavement, and partly to the saddening effects of war (twenty years ago and to-day), acting on a sensitive and compassionate mind. "I might have been very happy to be alive," she writes, "but I looked around me and saw others to whom life must be an almost intolerable misery. How, then, can I enjoy the benefits given me? . . . I was never optimistic, having read too much of history, but I did not think that the world would become what it is now—wars and persecutions and horrors unmentionable getting between every honest man and his sleep."

Nevertheless, the tone of the book is not one of unrelieved gloom, for there are happily not a few of what our pre-war weather forecasts used to call "bright periods." One is the concluding passage, which, besides explaining the title, reveals the author's catholicity of taste in art and



AN AMERICAN FILM OF NURSE CAVELL AT THE ODEON, LEICESTER SQUARE: ANNA NEAGLE AS THE HEROIC ENGLISHWOMAN GIVING FINAL INSTRUCTIONS TO A GROUP OF FUGITIVE ALLIED SOLDIERS, FOR THEIR ESCAPE FROM BELGIUM ACROSS THE DUTCH FRONTIER.



IN THE CONDEMNED CELL AT BRUSSELS: NURSE CAVELL AWAITS WITH STOIC COURAGE THE HOUR OF HER EXECUTION.

October 12 saw the twenty-fourth anniversary of the shooting of Nurse Cavell by the German authorities of Brussels—one of the stupidest acts of brutality ever committed in the name of Prussianism. Anna Neagle makes her Hollywood debut in the Radio Pictures production, which bears her name, and provides a singularly apt theme for the present times.



THE END: NURSE CAVELL FACES THE FIRING SQUAD BETWEEN THE CHAPLAIN (HALLIWELL HOBBS) AND CAPTAIN HEINRICH (GEORGE SANDERS).

literature. "I learn," she writes, "that no one can read now a novel in the epistolary style, but I know that in two hundred years' time 'the stream of consciousness' method will be just as boring, and I continue to enjoy Samuel Richardson while admiring Proust. . . . In those thinkers, artists, poets and craftsmen from whom I drew, as a child, my earliest comfort, I still find a boundless delight—Marcus Aurelius, Montaigne, Vauvenargues, Matthew Arnold—I like to write their names. . . . I can still hear, in Herbert's lovely phrase, 'music at midnight,' that I interpret as the courage to find beauty in dark places. . . . This is what life has meant to one woman. The end may yet be many years away. The debate continues. . . ."

A lighter-hearted and more humorous outlook on life marks another eminent writer's reminiscences,

"ROUND THE ROOM." By

Edward Knoblock. An Autobiography. With 8 Illustrations (Chapman and Hall; 12s. 6d.). This work is recommended by the Book Society. The author recounts his career as a dramatist (whether as sole author, or adapter, or in collaboration with Arnold Bennett, J. B. Priestley, and Beverley Nichols). He also recalls his experiences in the British Secret Service during the last war. Among other things, he was in Paris while the city was being shelled by Big Bertha. The somewhat cryptic title becomes clear when he tells his readers: "I am asking you to embark on an expedition round my room, in which every object tells a story and links itself into my existence. . . . This will be a leisurely voyage, with excursions up backwaters and anchorings at haphazard, while the skipper lights his pipe and spins his yarn."

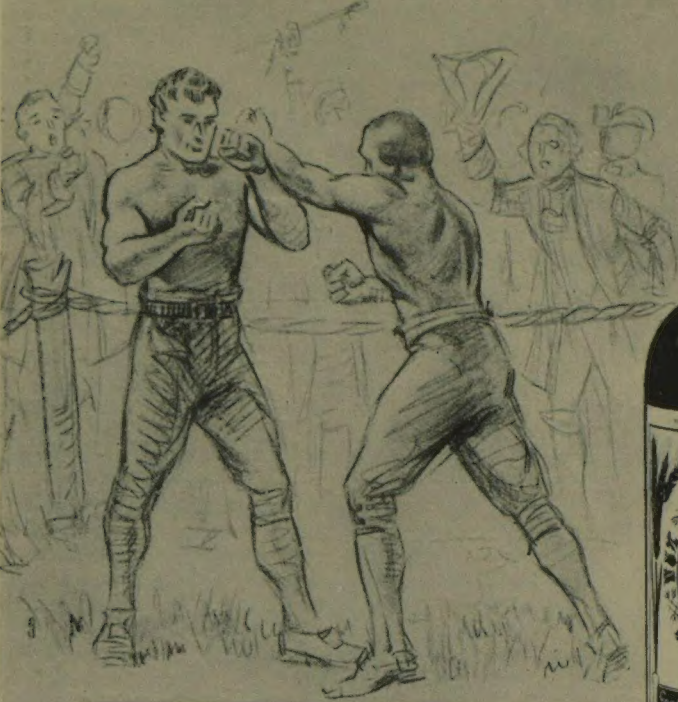
Although Mr. Knoblock does not keep strictly within this prescribed framework throughout, it was his enthusiasm as "a rabid collector" that provided the original impetus. Thus, later, he writes: "Here we are back again in 1939 in my rooms of to-day. You will see at a glance that every piece of furniture is Regency—and, I am proud to say, of the very finest. I bought it almost all at the Hope sale at Deepdene, which took place in the middle of the war. I had just been invalided home from a hospital ship off the Turkish coast, where I had hung between life and death for many weeks. . . . I dragged myself down to the country and sat a whole day, a miserable figure, bidding for this and that, forgetful for the moment of all the senseless slaughter across the Channel. . . . This sale saved my life, almost as much as the admirable naval surgeon had done in those far-away Mediterranean waters. I went back to the war later on and faced another eighteen months or more of it."

As a boy, Mr. Knoblock, who was born in America, was sent to a German school (which he hated because of the harsh discipline) in Berlin, and he has memories of seeing the old Emperor Wilhelm I., the Emperor Frederick, the ex-Kaiser, Bismarck, and Moltke. In bitter mood, showing how the iron had entered into his soul, he denounces war-makers, and in particular German responsibility for the catastrophe of 1914-18. "No doubt," he writes, "the whole tragedy of the four years' massacre had been started by the murder at Sarajevo. No doubt, too, that without an arrogant military party the catastrophe might have been postponed, if not averted—although the German war machine behind Austria must always bear the blame as chief instigator and decisive agent in the collapse of all efforts to preserve peace. Whatever the primal cause of this or any other war—no nation on earth should be made to suffer and pay as they do for the bungling ambition of a small set of men 'at the top.' When and how will a solution ever be found to put a stop to this hideous injustice?"

Similar anti-war criticism (evoked by the Munich crisis, but written, of course, before the German invasion of Poland) finds incidental expression in yet another literary autobiography—"PRIVILEGED SPECTATOR." By Ethel Mannin. A Sequel to the author's "Confessions and Impressions." With 9 Illustrations (Jarrolds; 10s. 6d.). Three more books by, or about, prominent women merit fuller discussion than is possible here. The Munich crisis caused the author of "I LIVED IN

A DEMOCRACY." By Norah C. James (Longmans; 12s. 6d.), to begin her training in the Civil Air Guard. The life of a woman who was distinguished both in letters and travel is recorded in "PORTRAIT OF STELLA BENSON." By R. Ellis Roberts. With 10 Illustrations (Macmillan; 15s.). Adventure and tragedy are dominant in "MELINA RORKE." Her Amazing Experiences in the Stormy Nineties of South Africa's Story. Told by Herself. With 26 Illustrations (Harrap; 10s. 6d.). In the Boer War the author, who did fine work as a nurse, entered Mafeking with the relieving force, and received from "B.P." himself the Red Cross flag which had flown over the hospital there during the siege. She was afterwards decorated by King Edward VII. Among the illustrations is an interesting photograph showing Cecil Rhodes at the site of his destined tomb on the Matoppo Hills.

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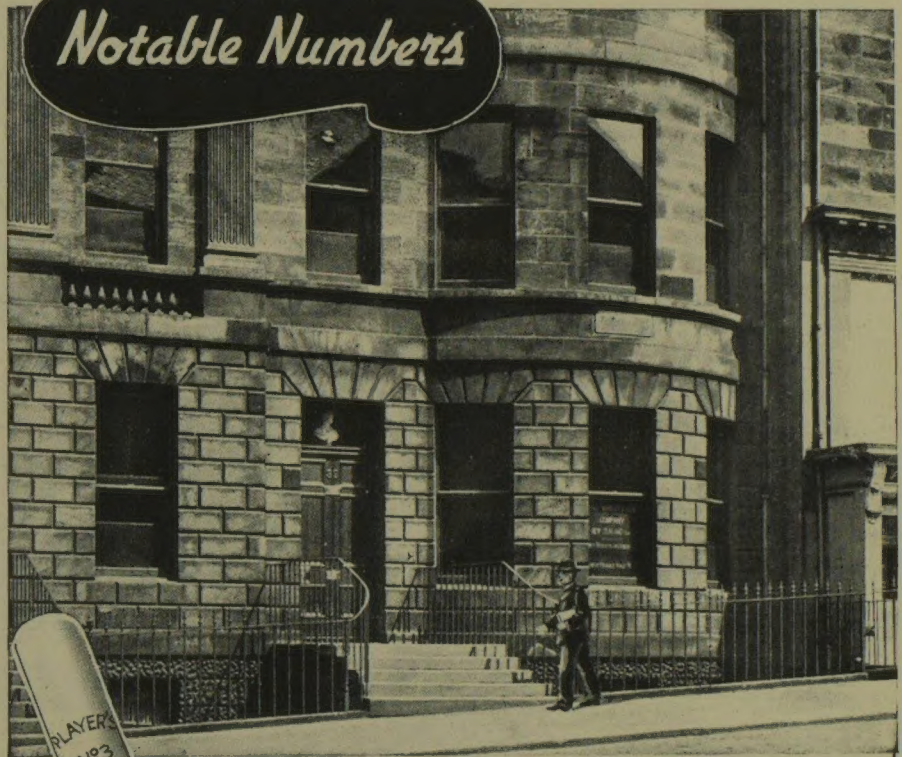
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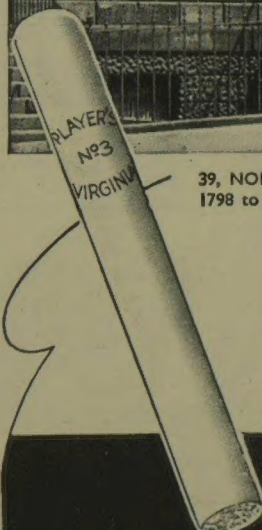


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THE PLAYHOUSES.

"MUSIC AT NIGHT," AT THE WESTMINSTER.

THE London Mask Theatre has the honour of presenting the first new play in the West End since the outbreak of war. It can also claim the credit of staging a play that, even in the piping times of peace, might not have appealed to the Tired Business Man on whom the theatre relies so much for its support. In the last war the wounded warrior, or he on seven days' leave, had mainly to seek his entertainment from among the Girls and Giggles shows. There was little other choice. Credit then to Mr. J. B. Priestley, and his supporters, in giving us an entertainment that will only appeal to those playgoers who do not leave their brains in the cloak-room with their hats. Enthusiasm for a gallant effort must not, however, lead one to praise this play unduly. Though it always holds the interest, the treatment is not as original as one feels the author imagines. Mr. Priestley sets out to dramatise the thoughts of a group of people sitting round listening to the first performance of a concerto. Few of the auditors have any real interest in music; much less for a composition that has not already received the accolade of the music critics. So, while the music is being played in an ante-room, their thoughts wander. Mr. Michael MacOwan's production cleverly shows, by means of subdued lighting, when the characters are thinking aloud. Unfortunately, Mr. Priestley's characters are a dull lot. Their unhappiness is not only monotonous, but, one feels, well deserved. They are all stock figures. There is the high-brow poet. The flapper who loves him. The society vamp, digging her painted finger-nails into the purse-strings of the merchant prince. The "thinking aloud" seems somewhat pretentious after a while. In "Strange Interlude," Mr. Eugene O'Neill did it much better. So, too, did such dramatists as Shakespeare and Marlowe, though then "thinking aloud" was coarsely dubbed a soliloquy, or even an "aside." Possibly even Euripides had a name for it! The play is amazingly well acted. So well that it seems unfair to select any actor for special praise. Mr. Stephen Murray, for example, created an impression by a brief appearance as the spirit of a deceased coal-miner. It is such a clever "double" that it is only afterwards, on reference to the programme, that one realises that Mr. Murray had already appeared in the important rôle of a violinist whose contempt for his public is as great as their indifference to him.

"THE LITTLE DOG LAUGHED," AT THE PALLADIUM.

In a crazy world the Crazy Gang seem the only sane figures. At least, they are consistent in their lunacy. If Mr. Flanagan's Boy, Bud, feels like crooning a little number, such as "Run, Rabbit, Run," he may be sure that a Mr. Nervo or a Mr. Naughton will interrupt him from a box. And, during the entire performance, a lady named Mary will, suspended in a sort of ducking-stool, 'twixt sliding roof and fauteuils, continually clamour for rescue. There is an Aldershot Tattoo twice as loud and quite as colourful as the original. A lady dancer who attracts doves even as the mortar on the National Gallery does pigeons. This is a jolly show. There is no reason why it should not run through the war. And one says that without undue optimism as to the duration of the war.

THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

THE black-out controversy seems to have settled down into two schools of thought, starting from a mutually agreed assumption that the present black-out is too black. The most popular argument, among motorists at any rate, is that vehicles should be permitted to carry stronger lights, with which their drivers would have a better chance of finding their way, avoiding pedestrians, street refugees and cyclists, and increasing their speed above its present crawl. This, apparently, is the view shared by the Government, and the latest type of head-lamp mask specified by law is said to provide a driving vision of about 100 feet, which is quite satisfactory.

The other idea is that a modified form of street-lighting should be used during "all clear" periods. In the event of an air raid, of course, the lights would be immediately extinguished. This could be done quite easily from a central point, and would ensure a complete black-out, whereas—it is argued—the lights of a string of cars, even with the new officially approved masks, might be seen by the raiders.

My own opinion is that the greater degree of illumination provided by the new mask is infinitely to be preferred to a dim form of street-lighting, for the simple reason that motorists have to use their cars in the country as well as in cities and towns. The safety of pedestrians, too, is better preserved by

giving the motorist more illumination on roads where there are no lamp-posts, as well as in traffic areas.

Little did the Wolseley people think when they introduced that clever illuminated name-badge on the radiator of their cars some years ago that one day this would have to be masked or blacked-out in some way, to conform to the exigencies of war. Several Wolseleys I have seen lately have been somewhat disfigured by their owners in their attempts to hide this light in accordance with the Emergency Lighting Regulations. As it happens, this is quite unnecessary. There is no need for the application of external black paint, paper, or adhesive tape. All you have to do is simply to insert a knife-blade under the lip of the metal rim, and the front can be sprung off. The bulb can then be removed, and the front replaced again.

The lighting regulations have produced several new accessories in the way of masks and hoods. The difficulty is to screen your lights sufficiently, and at the same time to avoid going to the other extreme and reducing your lights to a degree which is dangerous both to yourself and to other road-users. Rather than try to adapt your lights yourself, the best way is to buy a set of ready-made masks. A type that I have had personal experience of is the "Dymlite," which is sold in sets for head-, side- and stop-lights. I must say they seem very satisfactory, because I find that I can keep going at about 20 m.p.h. even on a really pitch-black night.

The Standard people finished up their 1939 season—and, incidentally, their peace-time output—on Aug. 31 last, with a production of 50,729 cars, which is an extraordinarily fine achievement. It can best be put into perspective by comparing it with the 1938 production of just over 30,000 cars, which means, if my arithmetic is correct, an increase of roughly 66 per cent. The 50,729th car was personally handed to Major Ronald Maude, head of Standard Cars, London—the Company's largest distributors—by Captain J. P. Black, Standard's able managing director. Major Maude tells me that the 1939 sales of Standard cars were in excess of the Standard Motor Company's entire output in 1930-31.

Not the least interesting part about this item of news is Captain Black's admirable candour in publicly stating his total production of cars for the year. At all events, it is a figure of which he can feel justifiably proud, for the progress of Standard since he first assumed control has been little short of phenomenal.

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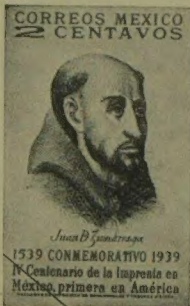
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THE history of printing is a subject which has had little pictorial representation on stamps. In 1893, Montenegro, now part of Yugoslavia, overprinted a series of stamps to mark the fourth centenary of the introduction of the craft into Montenegro. Now Mexico has issued



MEXICO: THE FIRST
PRINTER IN AMERICA.

two short sets for ordinary and air post respectively, marking the four-hundredth anniversary of printing in America. The ordinary series presents a portrait of Juan D. Zumarraga, who set up the first printing-press in all America in 1539. The values are 2 centavos black, 5c. green, and 10c. red-brown. The air-post set reproduces a small woodcut made in Mexico in 1544.

The Mexican issues may have been inspired by the latest of the United States commemorative 3 cents purple stamps. This depicts a printing-press, and marks the tercentenary of the setting up of a printing-press at Cambridge, Massachusetts, by Stephen Daye, in 1639. The inscription at the top reads: "300th Anniversary of Printing in Colonial America."



BOLIVIA: A NEW STAMP
FOR AIR POST.

The second National Eucharistic Congress held in La Paz, Bolivia, has been the occasion for a locally manufactured pictorial series of air-post stamps. The designs and their subjects are interesting, but the lithographic work is poor. There are ten values, from 5 centavos violet to 10 bolivianos orange-yellow. Each of the following five designs or subjects appears twice in the series: 1. The Chalice; 2. The Virgin of Copabana La Paz; 3. The Sacred Heart of Christ; 4. San Francisco Church, La Paz; and 5. St. Anthony of Padua.



CUBA: IN PRAISE OF
HAVANA CIGARS.

With the successive increases in the tobacco-tax, the post-prandial cigar will be a rarer indulgence. Three new stamps from Cuba will serve to keep us mindful of the joys of a good Havana; they are clearly intended to give a stimulus to the trade. On the 1 centavo green, a Cuban is seen smoking a cigar, and looking across a landscape over which a large cigar is seen garlanded in tobacco-leaf. A still larger cigar, extending from pole to pole of a globe, figures on the 2 centavos red. The third stamp, 5 centavos blue, shows cigars as I like best to see them, in a well-filled box.

Another new denomination in the current Japanese issue is an 8-sen violet and magenta which gives a view of the Meiji shrine, dedicated to the late Emperor Meiji, grandfather of the present Emperor.



JAPAN: THE MEIJI
SHRINE.

The Jubilee of the Congress of Montevideo is the subject of a set of five commemorative stamps from Uruguay. The chief participants are pictured at the high table. The values are 1 centesimo red-brown, 2c. green, 5c. red, 12c. bright violet.



MONTVIDEO: THE JUBILEE OF
THE CONGRESS.

Costa Rica was to have had the eighth Pan-American Child Welfare Congress in San José this autumn. Special stamps for ordinary and air post were prepared for the occasion. Owing to the European War, the Congress has been postponed, and the stamps already printed will be laid by until such time as it may be convenient to hold the Congress.

Luxury cars appear to have been provided for express delivery in New Zealand, if we may judge from the comfortable and speedy-looking example shown on the Dominion's new 6d. violet "express delivery" stamp. This was designed by Mr. J. Berry, of Wellington, engraved at the Australian Government printery in Melbourne, and printed by the Government Printing Office in Wellington.



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